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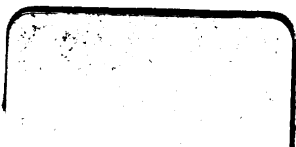
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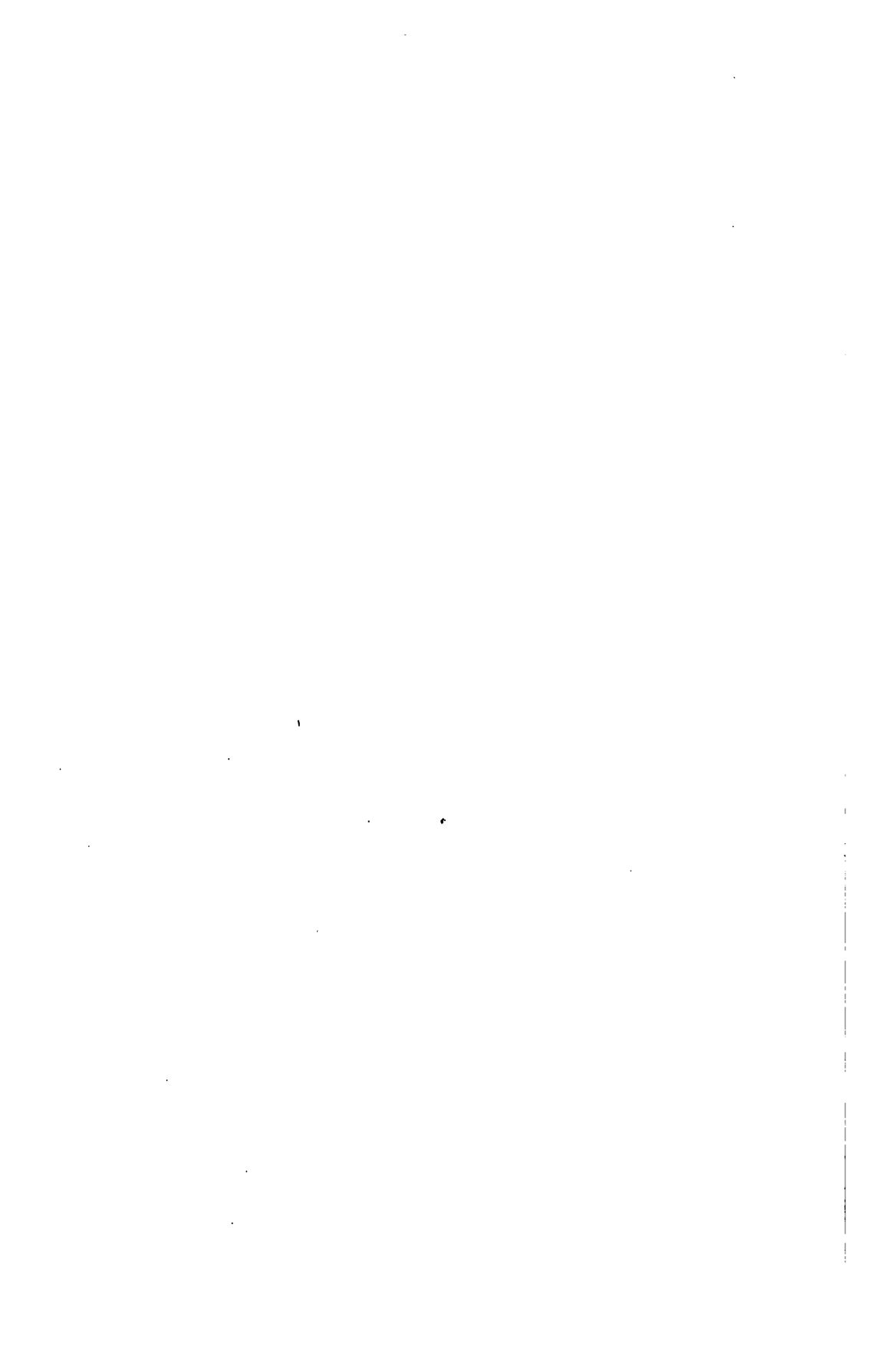
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FIFTY-THIRD

ANNUAL REPORT

OF THE

RAILROAD COMMISSIONERS

OF THE

STATE OF NEW HAMPSHIRE.

1897.

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PART I.

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RAILROAD COMMISSIONERS' REPORT.

## STATE OF NEW HAMPSHIRE.

*To His Excellency the Governor:*

The Railroad Commissioners submit herewith their report for the year ending June 30, 1897. It contains the returns of the twenty-four steam railroad and seven street railway corporations doing business in the state at the close of that year, the findings, decisions, and orders in the cases heard by the board since its next preceding report, with statements and comments based upon the annual inspection and the returns.

A supplement, containing the laws of New Hampshire relating to railroads, has been issued separately.

H. M. PUTNEY,  
J. G. BELLOWS,  
E. B. S. SANBORN,

*Railroad Commissioners of New Hampshire.*



# REPORT.

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## REPORT OF STEAM RAILROADS.

The financial exhibits of the steam railroads of New Hampshire for the year ending June 30, 1897, were disappointing. Instead of showing, as it was hoped they would, a recovering from the business depression, their receipts disclosed a shrinkage from the comparatively small volume of traffic in 1896.

In 1897 the passenger earnings of the Boston & Maine system were \$9,581,251.46, the freight earnings were \$9,975,435.91, and the total receipts from all sources were \$20,248,088.55. In 1896 the passenger earnings were \$10,343,123.06, and the total receipts were \$21,145,055.10. The decrease in passenger earnings was \$535,717.69, and in freight earnings \$367,687.15, a total loss of \$903,404.84, of which \$6,438.29 was offset by an increase of rent receipts. Expenses, however, were reduced \$938,587.57, so that the balance for the year was as large as in 1896.

Similar shrinkages and curtailments appear in the reports of the other systems. The passenger earnings of the Fitchburg were \$2,313,420.09 and the freight earnings were \$4,498,858.99, as against \$2,489,452.05 and \$4,846,520.46 in 1896. The total income was \$7,155,768.45 in 1897, against \$7,606,765.17 in 1896, a loss of \$450,996.72, while the reduction in expenses was from \$5,462,316.04 to \$4,979,830.08.

The Maine Central's gross earnings last year were \$4,923,333.91, as compared with \$5,010,618.55 in the next preceding year, while operating expenses were reduced from \$3,271,672.70 to \$3,173,285.56.

The Atlantic and St. Lawrence was the only road which did more business in 1897 than in 1896. Its passenger receipts fell off from \$303,152.89 to \$288,741.99, but its freight earnings increased from \$688,059.55 to \$843,002.29, the gain being

in its freight destined for foreign countries, which it took to tide water at Portland.

The aggregate loss in receipts of the Boston & Maine, Fitchburg, and Maine Central was \$1,445,245.91, and if from this be deducted the gain of \$140,531.84 on the Atlantic & St. Lawrence, which did not come from New Hampshire business, the loss of all the roads doing business in the state was \$1,304,714.07. A considerable part of this, possibly one fourth, was balanced by a reduction of the cost of train service, which was made practicable by the decreased demand for freight transportation. The other three fourths, or about a million dollars, was temporarily saved by postponing permanent improvements which it was proposed to pay for from the earnings.

Great damage was done upon the Boston & Maine lines in April and July, 1897, by freshets, which swept away nearly one third of the roadbed of the Pemigewasst branch, destroyed a stone culvert at Bath and another at Exeter, wrecking a freight train and killing three trainmen at each place, and injured bridges, fences, and roadbeds at other points. The money loss to the corporation cannot be much less than \$150,000. Most of this, however, will be included in the returns for 1898, and does not affect the balances for the year covered by this report.

Ordinary repairs have not been neglected, and the physical condition of all our roads is at least as good as it was a year ago. The improvements upon the old Concord & Montreal, which, it was arranged when that system was leased to the Boston & Maine in 1895, should be constructed and paid for from the proceeds of the issue of new Concord & Montreal stock, have been carried forward by the Boston & Maine and are now nearly completed.

At Concord a new freight yard and new shops of large extent, which are equipped with the best machinery, and in which it is expected over half the rolling stock repairs upon the entire system will be made, have been finished at a cost of about \$400,000 and are now in use. At Manchester a new freight house and yard were completed last summer, and the new passenger station is now ready for occupancy. These

improvements have cost about \$300,000, in addition to the large amounts paid for the land. They have provided Manchester with the best terminal facilities in New England, outside of Boston, and are in every way adapted to the accommodation of the large business in that city.

The Profile & Franconia Notch Railroad has been changed from narrow to standard gauge at an expense of \$40,000. A new freight yard and terminals costing about \$70,000 have been provided at Woodsville, new steel bridges have been completed at Hooksett and Goffe's Falls at a cost of about \$95,000 each, and new stations have been built at Rockingham Junction, New Hampton, and Gorham.

Other expenditures chargeable to the new stock improvement fund include \$18,500 for Mt. Washington Railway improvements; \$21,000 for new sidings at sundry points, and \$4,000 for the separation of grade crossings upon the Boston & Maine system as it existed before the lease of the Concord & Montreal. New passenger stations have been built at Sunapee, Fremont, Claremont Junction, South Bennington, Newport, and Franklin, and those at Dover, Bristol, Hancock, and Ashland have been remodeled. Freight houses have been built or remodeled at Dover, East Lebanon, Sunapee, and Gorham. Twenty-five bridges of over ten feet span, aggregating 12,326 feet in length, were rebuilt; fourteen were extensively repaired, and 528,267 ties were laid upon the system in New Hampshire.

The Maine Central built new stations at Conway and Bartlett, and new coal sheds, trestles, and employees' building at Lancaster, constructed an iron girder bridge at Whitefield, and laid 412 tons of rails and 42,267 ties. The Atlantic & St. Lawrence built a new station at Berlin Falls and laid 22,217 ties and 275 tons of steel rails. The Fitchburg built no structures and laid no new rails, but used 26,755 new ties.

There was no addition to the line mileage of any road during the year.

#### SAFETY APPLIANCES.

Steady progress has been made in the equipment of all the steam roads with train brakes and automatic couplers in accordance with an act of congress, and an order of the board

that all frogs and switches should be blocked, so as to prevent the feet of employees and others from being caught therein, before Jan. 1, 1898, has been complied with. The train brakes are effective and satisfactory, but experience in this state with the M. C. B. coupler does not show it to be a great improvement over the old link and pin, which it is superseding. When in perfect order, under favorable circumstances, it serves the purpose for which it was designed, but it often fails to work, and is then much more dangerous than a simpler device. Among those whose duties compel them to use it it is not in favor, and our investigation of accidents that have taken place in coupling cars do not show that it lightens their labors or lessens the danger to which they are exposed.

#### THE STREET RAILWAYS.

The Chester & Derry railroad was opened for business October 1, 1896. Its report, published in this volume, covers the first nine months of its operation to July 1, 1897. During that time its total receipts were \$6,302.29; its operating expenses were \$6,207.70, and the interest on its bonds amounted to \$1,694.65, a deficit of \$1,600.08. In July, August, and September its business was larger than in the preceding nine months, and at the end of the first year the deficit was reduced to about \$800.

This road is a great convenience to the people of two thriving towns, one of which has no other railway facilities. It is overcapitalized and was not built as well as it should have been, but it is now controlled by men who are determined that it shall succeed, and who work hard without compensation from its treasury to make it pay. That they will not fail is certainly to be hoped for. If they do, there is little reason to believe that any similar road running from a steam railroad connection in a city or village to a country town which now has no railroad communication can be made to earn operating expenses, and it is this class of roads of which our state is most in need.

At the instigation of Mr. Burgett, the promoter and builder of the Chester & Derry, the directors of the corporation issued

to him \$50,000 in stock and \$50,000 in bonds, without regard to the law, which prohibits such issues except as the railroad commissioners upon investigation shall find they are reasonably requisite for the legitimate purposes of the corporation, and shall authorize them. The board having called the attention of the attorney-general to this fact, he informed the directors, and they at once filed a petition asking that their mistake, which was due to ignorance of the law, might be corrected and the stock and bonds already issued and sold might be approved and made valid. At the hearing upon the petition legal and other questions arose which have not yet been decided, and final action has been postponed pending further investigation.

The Exeter & Hampton railroad, from the passenger station in Exeter to Hampton Beach, was constructed early in the season of 1897 and opened for business about the first of July. An extension, for which the board has authorized the issue of additional stock, has not yet been built. The length of the line now in operation is about eleven miles. It is well made and fairly equipped and is said to have done a satisfactory business during the summer months. It is entirely owned by citizens of Massachusetts. The financing of this enterprise, as disclosed in the hearings before the board upon petitions for authority to issue stock and bonds, a history of which will be found elsewhere in this report, is open to severe criticism, but we have not allowed it to prevent our approval of what was not clearly illegal, that seemed necessary to secure the road, which was urgently demanded by the public; and so far as it has been in our power we have contributed to the completion of the road as proposed.

An electric road was built from Springfield, Vt., to the passenger station of the Boston & Maine in Charlestown, a distance of six miles, and opened for business in the summer of 1897. Authority to construct the section in New Hampshire two and one fourth miles in length was granted by the supreme court after the board had determined that the public good required it. Stock to the amount of \$12,000, which represents the cost in this state, has been authorized by the board.

The road connects one of the most flourishing villages in Vermont, which has heretofore had no railroad accommodations, with the Boston & Maine, and has a large traffic, much of which is freight. It is a great convenience and with good management cannot fail to pay.

The Laconia street road, which is the only one operated by horse power in this state, was neither extended nor improved during the year. Its gross income from operation was \$9,865.23, as against \$12,483.48 in 1896, and its operating expenses, including taxes and insurance, were \$9,228.76 against \$10,386.57 the year previous. Its liabilities are \$50,000 in stock and \$8,000 in bills payable, and it has a nominal surplus of \$5,199.36. No dividends were paid.

The Dover & Somersworth road, about eight miles in length, which was sold by order of the court for \$105,000, passed into the possession of the purchasers, who were the bond owners, February 1, 1897. It was a wreck when they received it, and the purchase price represented little more than the franchise. They have reorganized the corporation and with the approval of the board capitalized the investment in stock to the amount of \$100,000 and issued \$50,000 in bonds, the proceeds of which are being applied to the reconstruction of the road, in which they had expended \$40,719.78 June 30. During the first five months of their control the income from operation was \$10,183.69 and the operating expenses were \$5,593.75, which is a promise of satisfactory results when they have completed the new construction and equipment and brought it under honest and capable management.

The Concord road added nothing to its mileage, but reconstructed 1,447 feet of its electric line. Its income from operation was \$49,529.30 and its operating expenses, including taxes and interest, were \$49,963.98, an increase in income of \$97.04, and a decrease of \$2,287.11 in expenses. Its debt is \$126,075. Its stock consists of \$50,000 preferred and \$50,000 common, on which no dividends were paid. Its line measures 11.5 miles.

The Nashua road reconstructed 13,286 feet of its track. Its gross income was \$61,104.32, which was a gain of \$7,464.51

over 1896, due to its extension in that year. Its operating expenses were \$43,924.30 and its interest and taxes \$10,674.86, a total of \$54,599.16. The net income was applied to a reduction of the deficit, which was \$42,955.52 June 30. No dividends were declared. This road is in first-class physical condition and well equipped. Its total liabilities are \$459,708.31, of which \$250,000 is stock, \$150,000 funded debt, and the balance bills payable and accrued interest. Its length of track is 14.96 miles; its length of line 14.07 miles.

The Manchester road was extended 16,750 feet during the year, and seven cars were added to its equipment. Its gross earnings were \$145,836.16; its operating expenses were \$119,799.63, and its taxes and interest \$14,751.65, leaving as net earnings \$11,775.13. Nine per cent dividends were paid. June 30 its liabilities were \$412,782.09, of which \$250,000 was funded debt; \$10,539.40, book accounts; \$2,242.69, accrued taxes, and \$150,000 was capital stock. The stock has since been increased to \$190,000 to meet the expense of new construction. It is 14.7 miles in length and has 5.5 miles of second track and sidings.

The seven street railroads that were in operation on the first of July last have an aggregate length of about sixty miles, with about eight miles of double track and sidings. They are capitalized at \$1,358,500, of which \$740,000 is stock and \$618,500 is bonds, and have a floating indebtedness of \$91,719.23. They earned last year \$282,820.97, and expended for operation and fixed charges \$262,839.28. None of them charged anything for depreciation of track or equipment, and only one of them, the Manchester, paid a dividend. The net earnings were one and one third per cent of the stock and debts.

Since June 30, the construction of the Exeter & Hampton and Springfield & Charlestown roads have added 14 miles to the mileage, making the total length of line 74 miles, and \$200,000 to the capitalization, making a total of \$1,650,219, which is about \$22,600 per mile of lines.

During the year the Nashua road carried 1,222,955 passengers; the Manchester, 3,585,896; the Concord, 960,839, and the Laconia, 169,648. The Chester & Derry in nine months carried 127,128, and the Dover in five months, 195,840.

## STREET RAILWAY STATISTICS.

RAILROAD.	Length of Line, Miles.	Length of Track, Miles.	Stock.	Bonded Debt.	Floating Debt.	Earnings.	Expenses, Taxes, and interest.	Dividends.
Concord... ..	11.50	12.50	\$100,000	\$118,500	\$7,575.00	\$49,529.30	\$49,963.98	None.
Chester & Derry	7.75	7.88	50,000	50,000	2,536.88	*6,362.27	*7,902.35	None.
Laconia.....	3.36	3.62	50,000	.....	8,000.00	9,865.23	9,228.76	None.
Union Electric	8.00	8.75	100,000	50,000	1,107.00	†10,188.69	†5,593.75	None.
Nashua... ..	14.07	14.96	250,000	150,000	59,708.31	61,104.32	54,599.16	None.
Manchester	14.70	20.19	190,000	250,000	12,782.08	145,886.16	134,551.28	9 per cent
	69.38	67.90	\$740,000	\$618,500	\$91,709.23	\$282,820.97	\$262,839.28	

\* Nine months.

† Five months.



PART II.

PETITIONS, ORDERS, AND FINDINGS.



## PETITIONS, ORDERS, AND FINDINGS.

### FRANKLIN STREET RAILROAD.

MERRIMACK SS.

*To the Supreme Court:*

The Franklin Street Railroad respectfully represents that it has organized as a provisional corporation, in accordance with provisions of chapter 156 of the Public Statutes of the state of New Hampshire, and of chapter 27 of the laws of the January session of 1895, in amendment thereof, for the purpose of locating, building and operating a street railroad within the city of Franklin, in said county, upon the following described route, to wit: Beginning at a point on Central street, opposite the paper mill of the Winnepiseogee Paper Company, known as Paper Mill No.1; thence westerly through Central street to Main street; thence through Main street southerly to Depot street; thence through Depot street to the passenger station of the Boston & Maine Railroad, also northerly through Main street from Central street to a point opposite the mill of the Franklin Needle Company; also from Central street through Franklin street to a point opposite the passenger depot of the Franklin & Tilton Railroad.

Said railroad to be located through or upon the sides of said streets, upon the route above described, as it may be determined that the public good may require.

That the construction and operation of said railroad would result in great public convenience and benefit, and is earnestly desired by a large majority of the citizens of said Franklin.

That all preliminary requirements of law have been complied with and a survey made of the proposed route.

Wherefore, the plaintiff prays for a determination of the question whether the public good requires the proposed railroad, and upon the above described route, and for authority to construct and operate the same as a railroad corporation.

THE FRANKLIN STREET RAILROAD,

By its directors,

EDWARD G. LEACH.

H. J. ODELL.

E. H. STURTEVANT.

FRANK H. CHAPMAN.

JOHN W. DUNN.

EUGENE S. DANIELL.

JAMES AIKEN.

## RAILROAD COMMISSIONERS' REPORT.

## STATE OF NEW HAMPSHIRE.

MERRIMACK SS., JULY ADJOURNED LAW TERM, 1896.

*To the Railroad Commissioners of the State of New Hampshire:*

The foregoing petition is referred to you, to find and report the facts bearing thereon, as provided by law.

By order of court. Attest:

A. J. SHURTLEFF,  
*Clerk.*

The petition having been dismissed by court, no action was taken thereon.

## BRIDGEWATER STATION.

*To the Honorable Board of Railroad Commissioners of the State of New Hampshire:*

The undersigned, selectmen of the town of Bridgewater, in said state, and legal voters in said town, represent that the station and depot accommodations at the stopping place on the White Mountain Division of the Boston & Maine Railroad, known as Bridgewater, are, and for a long time have been, wholly insufficient and unsuitable for the use of the public. Wherefore they pray that the railroad commissioners, after due notice and hearing, order the proprietors of said railroad, as lessors of the Concord & Montreal Railroad, to establish such a station or depot in said Bridgewater as they find the public good requires, within a reasonable time by them limited.

CHARLIE H. MARSTON,  
H. H. MORRILL,  
D. B. CLEMENT,  
*Selectmen of Bridgewater.*

JOHN L. MORRISON,  
And 33 others.

Dated August 13, 1896.

The depot accommodations at Bridgewater, and the crossing and approaches near by, having been greatly improved by the railroad corporation, at the suggestion of the board, final action upon this petition has been postponed, with the consent of the petitioners, until a revival of business makes it reasonable to require new stations at this and other points where they are much needed.

## ALLENSTOWN CROSSING.

BOSTON &amp; MAINE RAILROAD.

SUPERINTENDENT'S OFFICE, SOUTHERN DIVISION.

BOSTON, January 11, 1897.

*Mr. J. G. Bellows, Clerk N. H. Board of Railroad Commissioners,  
Concord, N. H.:*

DEAR SIR,—Referring to inclosed order of your board in regard to the Main-street crossing, Allenstown:

I would respectfully request that it be modified so as not to require the regular north bound freight trains, going towards Pittsfield, N. H., to make the know-nothing stop before crossing Main-street crossing, Allenstown.

There is a very steep grade at this point, and if north bound freight is obliged to make the know-nothing stop, I am afraid they will get stalled.

You will see by the inclosed letter from Mr. T. E. Blodgett, chairman of the selectmen at Allenstown, that this arrangement is satisfactory to them.

An order was issued by me, February 11, 1896, to the effect that all trains and engines, except regular north bound freight trains, should make the know-nothing stop within 200 feet before crossing Main street, which order we will modify to read 150 feet, providing the above is satisfactory to your board.

Yours truly,

W. G. BEAN,  
*Superintendent.*

SUNCOOK, N. H., January 9, 1897.

*W. G. Bean, Division Superintendent Boston & Maine Railroad,  
Boston, Mass.:*

DEAR SIR,—Regarding the order of the railroad commissioners, concerning the Main-street crossing in Allenstown, I think the arrangement you and I entered into is as satisfactory to the town as this order, and I would suggest that you ask a modification of the order so as to allow freight trains going east to be exempt from the necessity of stopping.

I think it would be well to instruct your trainmen to slow down on short freights to four miles an hour, instead of going up the grade at passenger train speed.

Most trains with empty cars have considered themselves freights. They should be compelled to stop.

Yours very truly,  
T. E. BLODGETT,  
*Chairman Allenstown Selectmen.*

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, March 4, 1897.

Upon consideration of the foregoing petition, due notice having been given to all persons interested, and the selectmen of said Allenstown consenting in behalf of the town, the order of the board, made December 14, 1896, for the protection of the crossing therein described, is modified as follows: Provided, however, that freight trains running east shall not be required to stop, but may without stopping proceed over said crossing at a speed not exceeding four miles an hour, giving the usual cautionary signals for crossings, and exercising the utmost care to avoid accidents to children or other persons using the crossing.

By order of the board.  
J. G. BELLOWS,  
*Clerk.*

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#### UNION ELECTRIC RAILWAY STOCK AND BONDS.

*To the Honorable Board of Railroad Commissioners of the State of New Hampshire:*

Your petitioners, Sumner Wallace, Albert Wallace, and George E. Wallace, all of Rochester; James E. Lathrop and Harrison Haley, both of Dover, and all in our county of Strafford in said state, respectfully represent that on the 8th day of August, 1896, they purchased at auction sale, made under decrees of the United States circuit court for the district of New Hampshire, the railroad, rights, property, and franchises of the Union Street Railroad Company, a corporation existing under the laws of our said state, and having its places of business in the cities of Dover and Somersworth, in said county of Strafford;

That said sale was made by George E. Macomber, receiver of said company, duly appointed by said court on the second day of June, 1894, and under the terms of decree ordering a sale of said property, duly entered on the 10th day of June, 1896, authorizing the sale of the property, rights, and franchises of said corporation;

That under the provisions of the act, approved March 21, 1895, your petitioners, upon making said purchase at auction sale, thereby became a corporation by operation of law;

That, under the provisions of said act, a notice has been issued by one of the purchasers, calling the first meeting of the new corporation to be held at the office of George E. Durgin, clerk of court, in the court house in the city of Dover, on Monday, the 1st day of February, 1897, at 9 o'clock in the forenoon, a copy of which notice is hereto annexed;

That the purchase sum for said railroad, rights, property, and franchises, at said auction sale, was \$105,000, and that conveyance of said railroad, its property, rights, and franchises has been duly made by deed of said receiver under decree of said court, confirming said sale;

That under the provisions of said act your petitioners, in their corporate capacity, have the right to issue capital stock to the extent of said purchase sum;

That under the provisions of the act, approved March 13, 1895, and the public laws of the state, your petitioners ask the approval by your honorable board of the capitalization of said corporation in stock at the sum of \$100,000, and they also ask your honorable board to grant permission to said corporation to issue its bonds secured by mortgage in the sum of \$100,000, under the provisions of said act, for the purposes of extending its lines, sidetracking, reconstructing, improving, building of branches, the purchase of equipment, rolling stock, and the general improvement of its plant and property, to be issued at such time and in such sums, not exceeding the sum herein mentioned, as the board of directors may determine, the payment thereof to be secured by mortgage under such restrictions and approval as your honorable board may determine and order.

Your petitioners aver that from the condition of said road that it is in their opinion necessary and conducive to its interests that the sum of \$100,000 should be expended upon it as herein prayed for, and ask that your honorable board appoint a day when a view may be taken of said property, and that the petitioners may be allowed to present such testimony in this behalf as to them may seem proper, and that such orders and approvals hereafter be made by your honorable board as justice may require.

SUMNER WALLACE,  
ALBERT WALLACE,  
GEORGE E. WALLACE,  
JAMES E. LATHROP,  
HARRISON HALEY,

By WORCESTER, GAFNEY & SNOW,  
*Attorneys.*

AMENDMENT OF PETITION OF SUMNER WALLACE, ALBERT WALLACE,  
GEORGE E. WALLACE, JAMES E. LATHROP, AND HARRISON HALEY,

Before the board of railroad commissioners for the state of New Hampshire.

Said petitioners, by leave of the board of railroad commissioners, hereby amend their original petition, filed January 6, 1897, by addition of the following:

That said purchasers, since their purchase of the railroad, rights, property, and franchises of the Union Street Railroad Company, have been duly organized as a corporation, under the provisions of the act of March 21, 1895, and have adopted as a corporate name the title, "Union Electric Railway," which corporation has succeeded to all the rights, property, and franchises which the purchasers acquired at the sale named in the original petition, and the Union Electric Railway now becomes a party to said petition, and prays that the orders granted thereon may be in the name and for the benefit of the Union Electric Railway.

SUMNER WALLACE,  
ALBERT WALLACE,  
GEORGE E. WALLACE,  
JAMES E. LATHROP,  
HARRISON HALEY,

*Union Electric Railway.*

CONCORD, February 3, 1897.

In Board of Railroad Commissioners, February 3, 1897.

Amendment allowed by order of the board.

J. G. BELLOWS,

*Clerk.*

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, February 3, 1897.

In the matter of the petition of Sumner Wallace, Albert Wallace, George E. Wallace, James E. Lathrop, and Harrison Haley, filed January 6, 1897, and the amendment thereof, filed February 3, 1897, whereby the Union Electric Railway became a party thereto, asking the approval of the board for the issue of capital stock and bonds, as set forth in said petition:

Due and sufficient notice having been given, a hearing upon said petition was had at the office of the board in Concord, New Hampshire, on Monday, February 1, 1897, and a further hearing on Wednesday, February 3, 1897, on said petition and the amend-



ment thereof, at which the petitioners named in the original petition, and the Union Street Railway named in the amended petition, appeared by their counsel, Charles B. Gafney, Esq., and Frank S. Streeter, Esq., presented evidence to the board.

It appearing to the board, upon full investigation and hearing, that the original petitioners had purchased the railroad, rights, property, and franchises of the Union Street Railroad Company, and had organized as a corporation according to law, under the name of the Union Electric Railway, and that the reconstruction of said railway will cost \$80,000, and that the purchase of equipment and rolling stock will cost \$20,000, and that the sum of \$105,000 was paid by said purchasers for the railroad, rights, property, and franchises of the Union Street Railroad Company, and that by the reorganization the Union Electric Railway Company has succeeded to the rights, property, and franchises of said purchasers, and after consideration of the same, the board of railroad commissioners hereby,

1. Approve the issue by said Union Electric Railway, subject to the provisions of law under which the same is authorized, of \$100,000 of capital stock for the purpose of paying for the railroad, rights, property, and franchises so purchased.

2. Approve of the issue by said Union Electric Railway of bonds amounting to \$80,000, secured by a mortgage upon the road, franchises, and property of said railway as reasonably requisite for the purpose of reconstructing and improving said railway property and building sidetracks.

3. Approve of the issue of bonds amounting to \$20,000, secured by the same mortgage, as reasonably requisite for the purpose of purchasing equipment and rolling stock for said Union Electric Railway.

4. No more of the bonds, the issue of which is hereby approved, shall be issued than is necessary at par value to pay the actual cost incurred for the purposes aforesaid, and it is recommended that said Union Electric Railway open and keep accounts under the above headings that will at all times show clearly and exactly what amounts have been expended for the purposes aforesaid.

By order of the board.

J. G. BELLOWS,

*Clerk.*

## BRIDGE GUARDS AT MANCHESTER STATION.

*To the Board of Railroad Commissioners of the State of New Hampshire:*

The Boston & Maine Railroad respectfully represent that on account of occasionally running freight trains through the old Manchester, New Hampshire, passenger station on the main line of track, it is deemed advisable to erect bridge guards at the approaches to both ends of said station.

By reason of the construction south of the station, it is impracticable to place the pole at a distance from the south end nearer than one hundred and seventy-five feet. The Boston & Maine Railroad therefore respectfully ask permission to erect a guard south of said station at a point within one hundred and seventy and one hundred and eighty feet therefrom.

THE BOSTON & MAINE RAILROAD,

By its counsel,

FRANK S. STREETER.

CONCORD, New Hampshire, February 20, 1897.

## STATE OF NEW HAMPSHIRE.

## IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, March 3, 1897.

Upon consideration of the foregoing petition, permission is granted to place the bridge guards at the south end of the old passenger station at Manchester at a point not less than one hundred and seventy, or more than one hundred and eighty, feet therefrom.

By order of the board.

J. G. BELLOWS,

Clerk.

## MODIFICATION OF BRIDGE GUARD ORDER.

*To the Board of Railroad Commissioners of the State of New Hampshire:*

The Boston & Maine Railroad respectfully represent that it is very difficult, and frequently impracticable, to place bridge guards at a point exactly one hundred and fifty feet from every covered railroad bridge, and that the protection of the trainmen would be practically subserved if the original general order of November 20, 1893, should be slightly modified.

The Boston & Maine Railroad therefore respectfully pray that said general order may be modified so as to require the location of bridge guards to be not less than one hundred and forty and not more than one hundred and sixty feet from either end of every covered railroad bridge, and from either side of every highway bridge over a railroad, not eighteen feet in the clear.

THE BOSTON & MAINE RAILROAD,

By its counsel,

FRANK S. STREETER.

CONCORD, February 20, 1897.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, March 8, 1897.

Upon consideration of the petition of the Boston & Maine Railroad representing that it is difficult and frequently impossible to place bridge guards at a point exactly one hundred and fifty feet from the bridge or structure to be guarded by them, as required by order of the board dated November 20, 1893, and asking that said order may be slightly modified, it appearing upon investigation to be reasonable, said order is hereby modified as follows: All bridge guards located not less than one hundred and forty-seven feet, or not more than one hundred and fifty-three feet from the nearest point of the bridge or structure to be guarded by them shall be deemed to be located as required by said order of November 20, 1893.

By order of the board.

J. G. BELLOWS,

Clerk.

LEBANON CROSSING.

STATE OF NEW HAMPSHIRE.

*To the Board of Railroad Commissioners:*

The Boston & Maine Railroad, having received on the 16th day of March, 1897, a copy of a vote said to have been passed at the annual meeting of the town of Lebanon, held on the 9th day of March, 1897, requiring the corporation to maintain a flagman at the Mill street railroad crossing, in Lebanon Center, known as "Shaw's Mill Crossing," a copy of said vote being hereto annexed, hereby petition to the board of railroad commissioners for an examination of said crossing and a decision of the question

whether the public good requires the change proposed, or any other change, to be made, and respectfully prays the board to make such order in relation thereto as in their opinion the public good requires.

THE BOSTON & MAINE RAILROAD,

By its counsel,

FRANK S. STREETER.

CONCORD, N. H., March 23, 1897.

COPY OF THE VOTE OF THE TOWN OF LEBANON.

At the annual meeting of the town of Lebanon, held on the 9th day of March, 1897, the following resolution was adopted:

"Resolved, That the Boston & Maine Railroad be required to maintain a flagman at the Mill street railroad crossing in Lebanon Center."

A true copy of record.

Attest:

C. A. DOWNS,

*Town Clerk.*

A true copy. Attest:

FRANK S. STREETER,

*Counsel.*

This matter having been adjusted by the town and the railroad to their mutual satisfaction, the petition was withdrawn and no action upon it was taken by the board.

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BLOCKING FROGS AND SWITCHES.

NEW HAMPSHIRE RAILROAD COMMISSION.

CONCORD, March 27, 1897.

*To the Boston & Maine Railroad Co., Fitchburg Railroad Co., Maine Central Railroad Co., Grand Trunk Railway Co., Portland & Rochester Railroad Co.:*

The board are considering the propriety of requiring all railroad corporations operating railroads in this state to block, or cause to be blocked within a reasonable time, the frogs, switches, and guard rails, excepting guard rails on bridges, or in connecting with any and all railroad tracks operated or used in this state, so as to protect the feet of railroad employees and others from being caught therein.

A hearing will be had for the consideration of this matter at the office of the board in Concord, on the 20th day of April next,

at 11 o'clock A. M., at which the board will be pleased to hear any suggestion or objection you may wish to make.

J. G. BELLOWS,  
*Clerk.*

## STATE OF NEW HAMPSHIRE.

## IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 20, 1897.

*To the Boston & Maine Railroad Co., Fitchburg Railroad Co., Maine Central Railroad Co., Grand Trunk Railway Co., Portland & Rochester Railroad Co.:*

Whereas, the board has become convinced that the public good requires that the frogs, switches, and guard rails of all railroad tracks operated or used in the state should be blocked, so as to prevent so far as possible the feet of employees from being caught therein, and having duly notified all corporations operating railroads in the state of their intention of considering this matter, and having heard said corporations and others desiring to be heard, at their office in Concord on the day of the date hereof, therefore, the board makes the following recommendations to such corporations:

That by January 1, 1898, they cause all frogs, switches, and guard rails, excepting the movable rails or points of split switches and guard rails on bridges, in or connected with any and all tracks operated or used in the state, to be blocked for the purpose of preventing the feet of employees from being caught therein, and that thereafter they shall keep the same so blocked.

Any method of blocking submitted to and approved by the board may be used, and this recommendation will remain in force until otherwise changed or modified by the board.

By order of the board.

J. G. BELLOWS,  
*Clerk.*

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BRIDGE GUARDS AT WILTON.

BOSTON, Mass., April 5, 1897.

*Mr. J. G. Bellows, Clerk Railroad Commissioners, Walpole, N. H.:*

DEAR SIR,—On April 8, 1895, your commission were good enough to grant us permission to locate bridge guard for bridge 88, at Wilton, N. H., 131 feet from the bridge, it being impossible to locate it at the distance prescribed by law, on account of High street.

I have now discovered that the number of this bridge should have been 89, and not 88, and that the exact distance is 131 feet 9 inches.

I am sorry to trouble you again in this matter, but would ask if your board would kindly correct the order at convenience, and oblige,

Yours truly,

T. A. MACKINNON,  
*First Vice-President.*

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 20, 1897.

Upon consideration of the foregoing application, the order of April 8, 1895, therein referred to is modified and corrected by making the number of the bridge at Wilton 89 instead of 88, and the distance at which the guard may be set not less than 128 or more than 134 feet from said bridge.

By order of the board.

J. G. BELLOWS.

*Clerk.*

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CHESTER & DERRY RAILROAD STOCK AND BONDS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 5, 1897.

*To Hon. E. G. Eastman, Attorney-General, Concord, N. H.:*

DEAR SIR,—By direction of the board, I beg to inform you that from the sworn report of the Chester & Derry Railroad Association, a street railway corporation organized under the laws of this state, and doing business therein, made to this board, a copy of which will be found in our reports for 1896, it appears that the officers of said association have issued \$50,000 of capital stock and \$50,000 of mortgage bonds; and I also call your attention to the fact that said association has issued stock and bonds without complying with the requirements of an act of legislature in regard to the issue of stock and bonds by such corporations, approved March 13, 1895.

Very respectfully yours,

J. G. BELLOWS,

*Clerk.*

*To the Honorable Board of Railroad Commissioners of the State of New Hampshire:*

The Chester & Derry Railroad Association, a corporation duly organized under the laws of New Hampshire, respectfully represents that in accordance with the terms of their charter and the amendment thereof, passed at the January session of the legislature of New Hampshire, A. D. 1895, they have constructed their said railroad and have issued stock and bonds to the amount of one hundred thousand dollars, to wit: The sum of fifty thousand dollars in stock and fifty thousand dollars of first mortgage bonds. That prior to the issue of the bonds as aforesaid the said capital stock was fully paid, and that the said sums were no more than a fair equivalent for building the said railroad, and they were actually and bona fide paid for that purpose.

Questions have since arisen as to the legality of the issue of said stock and bonds under the provisions of chapter 27 of the Laws of New Hampshire, passed at the January session of the legislature, A. D. 1895. Wherefore the said corporation respectfully requests your honorable board for a hearing and that authority be granted for the issue of said stock and bonds, or such stock and bonds as to you may seem meet.

CHESTER & DERRY RAILROAD ASSOCIATION,

By G. K. BARTLETT,

*Attorney.*

Due notice having been given, a hearing was had upon the above petition at the office of H. M. Putney in Manchester, December 13, 1897, but, as it was then doubtful what action was legal and practicable in the case, it was continued and no decision has yet been reached.

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#### BRIDGE GUARDS AT DERRY AND LONDONDERRY.

Boston, Mass., April 17, 1897.

*Mr. J. G. Bellows, Clerk Railroad Commissioners, Walpole, N. H.:*

DEAR SIR,—I find that in Derry, on the Manchester & Lawrence Railroad, we have a bridge No. 230, at which the bridge guard to the south is 173 feet distant from the bridge, and on account of a ledge it is very difficult to bring it within the distance prescribed by your board.

At Londonderry, on the Manchester & Lawrence Railroad, there is a private overhead bridge near the station, the bridge guards to which are properly located on the main line, but on the side-

track the guard south of the bridge is 142 feet 1 inch, and on the north side, 157 feet 7 inches, on account of the bridge not being at right angles with the track. There is also another guard on a spur track which is located 142 feet from the bridge.

I send you today blue print showing the location as specified, and respectfully ask authority from your board to maintain the crossing as shown.

Yours truly,  
T. A. MACKINNON,  
*First Vice-President.*

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 20, 1897.

Upon consideration of the foregoing application, and for the reason therein stated, permission is granted to place and maintain the bridge guards therein described at the points at which they are now located, viz.:

1. At bridge No. 230, in Derry, not less than 170 or more than 176 feet south of said bridge.

2. At the private overhead bridge, near the station in Londonderry, the guards on the main track being properly located, at a point on the sidetrack not less than 139 or more than 145 feet south, and not less than 153 or more than 159 feet north, from said bridge, and on the spur track at a point not less than 139 or more than 145 feet north from said bridge.

By order of the board.

J. G. BELLOWS,  
*Clerk.*

NORTHUMBERLAND BRIDGE.

*To the Honorable Railroad Commissioners of the State of New Hampshire:*

Respectfully represents the Grand Trunk Railway Company of Canada, that there exists in the town of Northumberland, in the county of Coös, state of New Hampshire, an overhead bridge forming a part of the highway leading from Groveton village, in said town of Northumberland, to the village of Stratford Hollow, in the town of Stratford, in said county of Coös, which said bridge is located about two miles north of your petitioners' Groveton station, and passes over the railroad used by your petitioners.



It further represents that said overhead bridge will soon require repairs or removal in order to make the same proper and safe for the public; that if said bridge is raised to the height now required by statute for new bridges it will be attended with a large amount of expense to said town of Northumberland, or expense to your petitioners as may hereafter be determined; that the present height of the bridge affords an easy grade for public travel, which will be greatly increased if said bridge should be raised to the height of twenty-one feet above the present tracks of the railroad.

It therefore asks permission to repair or renew said bridge by a like structure in its present position.

GRAND TRUNK RAILWAY COMPANY OF CANADA.

Dated at Portland, Me., this 22d day of April, A. D. 1897.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 14, 1897.

Upon consideration of the foregoing petition of the Grand Trunk Railway, an examination of the bridge and its approaches therein described having been made by the board, permission is granted to said railway, for the reason set forth in said petition, to repair said bridge or to renew it by a like structure in its present position, raised above the tracks to a height not less than that of the present bridge, that is, not less than 16 feet and 6 inches above the top of the rails.

By order of the board.

J. G. BELLOWS,

*Clerk.*

EXETER STREET RAILWAY STOCK AND BONDS.

*To the Board of Railroad Commissioners of New Hampshire:*

The Exeter Street Railway Co., a corporation duly established, respectfully represents that it was authorized by an act of the legislature of said state, approved August 7, 1889, to construct and maintain a railroad operated by electricity from any point in the town of Exeter, in the county of Rockingham in said state, to any point in the town of Hampton, in said county; that by said act its capital stock was fixed and limited at one hundred thousand dollars; that none of its capital stock has been issued.

The said corporation proposes to immediately construct and equip said thirteen miles of railroad, more or less, through the

streets and roads of the town of said Exeter and Hampton, and to erect and equip a power house to furnish the motive power for its said railroad; that it is necessary to raise the sum of two hundred thousand dollars to build and equip said railroad and to build said power house, and put the necessary machinery therein; that it is authorized by its charter and by the laws of said state to raise money for corporate purposes by an issue of bonds secured by a mortgage upon its corporate property and franchises; that it can raise the one hundred thousand dollars in addition to the amount of its capital stock required to build and equip its road and power house more economically by so mortgaging its property and franchises than in any other way.

Wherefore it prays for an investigation by your board, as provided by law, and that your board may authorize the issue of the whole amount of capital stock limited by its charter, and the mortgaging of its property and franchises to secure an issue of said bonds, for such an amount, not exceeding one hundred thousand dollars, as you may judge will be reasonably necessary for the completion of the work hereinbefore set forth.

EXETER STREET RAILWAY,

By its Directors,

EBEN FOLSOM,

W. H. C. FOLLANSBY,

GEORGE F. HAYNES,

JOHN TEMPLETON,

ALBERT S. WITHERELL,

J. WARREN TOWLE,

*Directors of the Exeter Street Railway.*

EBEN FOLSOM,

*President.*

WILLIAM H. FOLSOM,

*Treasurer.*

APRIL 8, 1897.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 17, 1897.

In the matter of the petition of the Exeter Street Railway, asking the approval of the board to the issue of stock and bonds as set forth in said petition:

Due and sufficient notice thereof having been given, a hearing was had upon said petition at Cutler's Hotel in the town of Hampton, on the 5th day of May, 1897, at 1 o'clock in the afternoon, at which said hearing said petitioning corporation appeared by its counsel and officers, and the state of New Hampshire by the attorney-general of the state, and such evidence, statements, specifications, and arguments were presented as the parties

desired, and said hearing was continued from time to time until all matters which the parties chose were fully set forth before the board.

It appearing to the board that said Exeter Street Railway Company has been duly chartered by the state to construct and equip an electric railway in the towns of Exeter and Hampton, and is authorized by its charter to issue \$100,000 of capital stock, and also to issue bonds, secured by mortgage of its franchise and property, and that it has already made contracts for and commenced the construction of its said railroad agreeably to specifications presented before the board and signed and sworn to by H. F. Lincoln, C. E., which said specifications is made part of this order,—

Now, therefore, upon consideration, it being deemed and voted by the board upon the facts submitted before them that the issue of \$100,000 of capital stock and \$90,000 of bonds is reasonably requisite for the construction and equipment of said railway, agreeably to the specifications aforesaid;

It is ordered, that the board approve the issue by said Exeter Street Railway, subject to the provisions of law under which the same is issued, of \$100,000 capital stock and \$90,000 of bonds, for the purposes aforesaid, and in the manner and upon the conditions following:

1. For power station and equipment, as described in said specification, stock and bonds to the amount of \$35,500.00
2. For car barn and equipment, as described in said specifications, stock and bonds to the amount of 9,000.00
3. For track and roadbed, as described in said specifications, stock and bonds to the amount of . 85,000.00
4. For overhead construction, as described in said specifications, stock and bonds to the amount of 20,000.00
5. For cars and equipment, as described in said specifications, stock and bonds to the amount of . 39,500.00
6. For emergency equipment, as described in said specifications, stock and bonds to the amount of . 1,000.00

It is further ordered that said railway company open and keep accounts under the above headings, which will at all times show clearly and exactly what amounts have been expended for the purposes above named; and it is made a condition of this approval of the issue of said stock and bonds that no more shall be issued for any of the purposes specified than is necessary at par value to pay the actual expense incurred for purposes aforesaid.

H. M. PUTNEY,  
J. G. BELLOWS,  
E. B. S. SANBORN,

*Railroad Commissioners of New Hampshire.*

## BRIDGE GUARDS AT FRANKLIN FALLS, MEREDITH, ASHLAND, LITTLETON, AND FABYAN'S.

BOSTON &amp; MAINE RAILROAD.

WHITE MOUNTAIN DIVISION, SUPERINTENDENT'S OFFICE.

WOODSVILLE, N. H., May 3, 1897.

*Mr. H. M. Putney, Chairman N. H. R. R. Commissioners:*

DEAR SIR,—At Franklin Falls we have a siding running under our main line; the distance from the rail of the siding to the bottom of the bridge carrying the main line is 16 feet 3 inches. On the east side of the bridge we can set the bridge-guard pole 150 feet; on the west side, on account of buildings, I cannot set it further than 40 feet from the bridge.

At Meredith a siding runs through the freight house. From the rail to the beams of the freight house is 15 feet. On account of the proximity to the main line at this point, we cannot set the poles for the bridge guards further than 40 feet from the doors of the freight house at either end.

At Ashland coal shed the beams of the shed are 12 feet and 4 inches from the rail. We cannot set the poles for the bridge guards further than 63 feet 6 inches from the shed, on account of the connections with the main line.

At Littleton siding into the coal shed it is 11 feet from the rail to the beam, and we cannot set the bridge-guard pole further than 40 feet from the shed, on account of the connections with the main line.

These are all sidings which are used more or less every day, and would you authorize the erection of the poles as above?

At Fabyan's on the main line the through bridge is 17 feet 5 inches from the rail to overhead girder. At the north end of the bridge we can set the poles 150 feet from the bridge, but on the south end, on account of sidings, we cannot set the bridge-guard pole further than 77 feet from the end of the bridge.

Will you authorize the erection of the poles 77 feet from this bridge?

Yours truly,

G. E. CUMMINGS,  
*Superintendent.*

## STATE OF NEW HAMPSHIRE.

## IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 17, 1897.

Upon consideration of the foregoing petition of the Boston & Maine Railroad, asking leave to set certain bridge guards on the White Mountain Division less than 150 feet from the structures to be protected thereby, permission is granted in the cases named in the petition, and for the reasons therein stated, to place bridge guards as follows:

1. At the siding under the main track at Franklin Falls, not less than 35 feet from the west side of the bridge over the siding.
2. At the siding at Meredith running through the freight house, not less than 35 feet from the doors of the freight house at either end thereof.
3. At the Ashland coal shed, not less than 58 feet from the ends of the shed.
4. At the Littleton siding into the coal shed, not less than 35 feet from the ends of the shed.
5. At the south end of the bridge at Fabyan's, on the main line, not less than 72 feet from the bridge.

By order of the board.

J. G. BELLOWS,

*Clerk.*

## ELECTRIC CROSSING AT HAMPTON.

*To the Railroad Commissioners of the State of New Hampshire:*

The Exeter Street Railway Company, a corporation duly established by law, whose charter, granted August 7, 1889, authorizes the construction of a railway from Exeter to Hampton, in the county of Rockingham, respectfully represent that they have commenced the construction of a railroad from Exeter to Hampton Beach. That in order to complete said road it will be necessary to cross at grade the track of the Boston & Maine Railroad in Hampton, near the Hampton station, a little north of it, at the point where said Boston & Maine Railroad crosses the highway leading from Exeter to Hampton village;

Wherefore they ask your consent for them to cross the same agreeably to section 13, chapter 27 of the Laws of 1895, and request you to appoint a time and place of hearing, and to notify all parties interested that they may be heard, and that you make such orders, rules, and regulations for the protection of all persons from injury at such crossing as you may deem sufficient and

necessary, and that you may make such rules and regulations for the observance of said two corporations as you may deem just, agreeably to said statute.

EBEN FOLSOM,  
*President of the Exeter Street Railway Company.*

WILLIAM E. LANE,  
SIMEON A. SHAW,  
JOSEPH B. BROWN,  
*Selectmen of Hampton.*

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 26, 1897.

Upon consideration of the foregoing petition of the Exeter Street Railway Company, asking for permission to cross the tracks of the Boston & Maine Railroad with their track at grade, a little north of the Hampton station, in the town of Hampton, the board consent to the crossing asked for by said petitioner and to the operation of the said street railway over the same upon the following conditions:

1. That the crossing shall be constructed at the expense of said street railway by the said Boston & Maine Railroad, and to the satisfaction of the board.

2. That the wires over said crossing shall be placed and kept at least twenty-one feet above the rails of said Boston & Maine Railroad, and no poles shall be set between the tracks of said railroad.

3. The Boston & Maine Railroad is ordered to continue to protect the crossing hereby permitted, in the same manner and to the same extent that it has been protected heretofore, until the board shall determine what additional safeguards, if any, are needed, and apportion the expense thereof.

J. G. BELLOWS,  
*Clerk.*

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CROSSING AT RAYMOND.

*To the Board of Railroad Commissioners:*

The Boston & Maine Railroad, lessee of the Concord & Portsmouth Railroad, respectfully represents that at the town meeting held in the town of Raymond, in the county of Rockingham and state of New Hampshire, on the 9th day of March, 1897, the following vote was passed:

"Voted, That the selectmen require the proprietors of the Concord & Portsmouth Railroad to erect and maintain gates at the crossing in Raymond village."

That on the 30th day of April, 1897, the said Boston & Maine Railroad received a copy of said notice. And your petitioner further represents that said crossing is at the present time, and has long been, adequately protected, as it believes, and it therefore prays your honorable board to make an examination of said crossing; and for a decision of the question whether the public good requires the proposed change, or any other change, to be made, and for such other and further relief as may be just.

BOSTON & MAINE RAILROAD,

By its solicitor,  
OLIVER E. BRANCH.

JUNE 16, 1897.

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STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 13, 1897.

Due notice having been given, a hearing was had upon the petition of the Boston & Maine Railroad Company appealing from the vote of the town of Raymond, passed at its annual meeting in March, 1897, requiring said railroad to erect and maintain gates at its grade crossing over Main street in the village of Raymond, at the town hall in said Raymond on the 30th day of November, 1897, at 9 o'clock A. M., at which said hearing said petitioner appeared by Oliver E. Branch, Esq., its counsel, and said town by its selectmen and by John T. Bartlett, Esq., its counsel, and all evidence and arguments presented were fully heard and considered and a view of the crossing in question had.

The crossing under consideration is located in the village of Raymond upon the principal street, which is also the main thoroughfare between the country on the north and that on the south. It is near the middle of the railroad yard, and includes not only the main track but several sidings upon which considerable shifting is done. Twelve regular trains, six each way, pass Raymond daily, and during the coal season there are several extras. Nearly all trains stop at or near the sidings. Much the greater part of the village, including the passenger station, stores, schoolhouses, and most of the residences are north of the railroad. South of it there is a large shoe factory, a number of residences, the freight station, and storehouses used by the merchants on the north side. The shoe factory operatives pass over the railroad either upon the crossing or through the yard below

it in going from and to their homes, the children living on the south side in going to and from school and to do errands. All the freight to and from the north is hauled over the crossing. All passengers from the south pass over it to reach the station. The estimate of those who represented the town was that about 500 people pass over the crossing daily, and that of this number from three fourths to three fifths go on foot and the others in carriages or upon bicycles. No person has ever been injured upon this crossing, but there have been several narrow escapes.

The managers of the railroad have not ordered any protection, but the station agent has sent out his assistant when he could be spared from the office to act as flagman when trains were due. Sometimes he has carried a flag and sometimes he has not. At all times he has felt obliged to return to his duties in the station as soon as possible. The board finds that this protection is insufficient. Experience has shown that gates are of little use in keeping foot passengers, especially small children, from the tracks. The inclination of the great majority of people to pass under or around a gate and hurry over the crossing in front of an approaching train in order to save delay is generally irresistible. At a place like Raymond, where the habit of large numbers is to rush to the passenger station to see the trains go by, it would be exceptionally strong.

Our judgment is that for the protection of those who use this crossing a competent and faithful flagman, who can not only stop teams, but men, women, and children who are walking into danger, is much preferable to a gate.

It is therefore ordered that the Boston & Maine Railroad, on and after January 1, 1898, provide for the Raymond crossing a flagman who shall be required to go upon the planking and flag all the trains of which the station agent has notice, and guard against accidents while shifting is going on, and that he have no other duties which will interfere with his discharge of this.

By order of the board.

J. G. BELLOWS,

*Clerk.*

## CONCORD AND MONTREAL RAILROAD BONDS.

### STATE OF NEW HAMPSHIRE.

*To the Honorable Board of Railroad Commissioners:*

The Concord & Montreal Railroad, a New Hampshire corporation, respectfully represents that it is indebted to the Boston & Maine Railroad in the sum of six hundred and fifty thousand dollars (\$650,000) for moneys paid upon the claim of the Manchester



& Lawrence Railroad against it in July, 1895; that by the terms of the lease of its railroad to the Boston & Maine Railroad June 29, 1895, it agreed to reimburse the latter corporation for the money so paid; that it desires to increase its bonds by issuing new bonds amounting to said sum of six hundred and fifty thousand dollars (\$650,000), and to use the proceeds thereof for such reimbursement.

Wherefore the Concord & Montreal Railroad respectfully asks for a hearing upon the question of issuing said new bonds, said hearing to be had subsequent to June 15, 1897, the date on which the stockholders of the Concord & Montreal Railroad are to consider and determine the question of issuing said bonds, and that your honorable board may approve the issue thereof for the purpose aforesaid.

CONCORD & MONTREAL RAILROAD,

By B. A. KIMBALL,  
*President.*

FRANK S. STREETER,  
JOHN M. MITCHELL,  
*Counsel.*

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

June 28, 1897.

In the matter of the petition of the Concord & Montreal Railroad, for the approval by the board of an issue of bonds by said corporation to the amount of six hundred and fifty thousand dollars (\$650,000), for the purpose hereinafter set forth:

It appearing, after public hearing and such further investigation as was deemed requisite, that said corporation, by the terms of its lease to the Boston & Maine Railroad, dated June 29, 1895, is bound to reimburse the Boston & Maine Railroad in the sum of six hundred and fifty thousand dollars (\$650,000) for moneys paid by the Boston & Maine Railroad upon the claim of the Manchester & Lawrence Railroad against the Concord & Montreal Railroad in July, 1895, and that for the purpose of such reimbursement an issue of four per cent bonds to an amount of six hundred and fifty thousand dollars (\$650,000), payable June 1, 1920, has been authorized by the vote of the stockholders of said Concord & Montreal Railroad at a meeting called for the purpose; and that the purpose for which it is proposed to issue said bonds is necessary and lawful; and, it being deemed by the board that an issue of bonds to the amount of six hundred and fifty thousand dollars (\$650,000) is reasonably requisite for the purpose for which said issue is authorized, as hereinafter specified, it is

ordered that the board approve an issue of coupon bonds by the said Concord & Montreal Railroad, subject to the provisions of law applicable to such issue, to an amount not exceeding six hundred and fifty thousand dollars (\$650,000) par value, dated June 1, 1897, and payable June 1, 1920, with interest at four per cent per annum, payable semi-annually; the said bonds, or the proceeds thereof, to be applied for the following purposes, and no other, namely, to reimbursing the Boston & Maine Railroad for the six hundred and fifty thousand dollars (\$650,000) of moneys paid by the last-named corporation in July, 1895, upon the claim of the Manchester & Lawrence Railroad against the Concord & Montreal Railroad, and any excess of the bonds hereby authorized, or of the proceeds thereof, not required and used for that purpose, to be added to the funds provided to pay for improvements upon the property of the Concord & Montreal Railroad made pursuant to its lease to the Boston & Maine Railroad, dated June 29, 1895.

HENRY M. PUTNEY,  
JOSIAH G. BELLOWS,  
E. B. S. SANBORN,

*Railroad Commissioners of New Hampshire.*

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#### CONTOOCCOOK RIVER PARK REGULATIONS.

##### CONCORD STREET RAILWAY.

##### RULES AND REGULATIONS TO BE OBSERVED BY ALL VISITORS AT CONTOOCCOOK RIVER PARK.

1. The building of fires within the grounds, cutting, plucking, or destroying of trees, plants, or shrubs, injury to buildings, marking or defacing trees, fences, posts, or seats, throwing missiles at birds or squirrels, discharging firearms, or unnecessarily carrying them about in the park are forbidden.

2. No disorderly or intoxicated persons will be allowed on the grounds. Drinking or selling intoxicating liquors on the premises is forbidden.

3. Indulging in indecent, profane, or insulting language or conduct is forbidden.

4. No carriages (except baby carriages) will be allowed in the park.

Persons entering the park on bicycles must have them checked at the bicycle shed. Riding about the grounds on bicycles is forbidden.

All persons entering the park must pass through the main entrance gate.

5. Picnic parties to whom is assigned a portion of the grounds must not be annoyed by any other visitors.

6. No peddling, gambling, or begging will be allowed.

7. Visitors entering this park, otherwise than upon the cars, will pay such admission at the gate as shall be established from time to time.

Any person violating any of the foregoing rules will be prosecuted in accordance with the provisions of an act passed at the January session, 1897, New Hampshire legislature, entitled, "An Act Regulating the Maintenance of Parks or Pleasure Grounds by Railroads or Street Railways," approved March 10, 1897.

HENRY E. CHAMBERLIN,  
*Superintendent Concord Street Railway.*

Approved June 14, 1897.

H. M. PUTNEY,  
J. G. BELLOWES,  
E. B. S. SANBORN,  
*Railroad Commissioners.*

#### SPRINGFIELD ELECTRIC RAILWAY.

SULLIVAN, ss.

##### *To the Supreme Court:*

Respectfully represents the Springfield Electric Railway Company of Charlestown, in said county, that it is a provisional corporation, organized agreeably to the provisions of chapter 156, Public Statutes of New Hampshire, and chapter 27 of Session Laws of 1895, for the purpose of forming a corporation to construct, maintain, operate an electric street railway in said Charlestown.

The route of said proposed railway, including a spur connecting the main line thereof with the main line of the Sullivan County Railroad at a point near Springfield station, in said Charlestown, is as follows:

Description of center line of location: Beginning at station 0, at a point marked by a stone post, opposite Charlestown, N. H., depot of the Sullivan County Railroad, 12 feet westerly from the center line of said Sullivan County Railroad west track, as now laid; thence northerly, parallel to and 12 feet westerly from said center line of said track, following a compound curve to the right, 500 feet; thence tangent and northerly, and by same 12-foot center parallel line, 425 feet; thence by a regular 7 degree forty minutes curve to the left, 50 feet; thence tangent 75 feet, crossing River street, and entering upon land of C. Bidwell; thence by a regular 8 degree curve to the right 50 feet; thence tangent and

northerly, on said Bidwell's land, 400 feet; thence by a regular 1 degree 30 minutes curve to the left 100 feet, on land of said Bidwell and land of Baldwin; thence tangent and northerly, by land of said Baldwin and Osgood, 250 feet; thence by a regular 40 degree curve to the left by said Osgood's land 100 feet; thence tangent and northerly 50 feet by land of said Osgood; thence by a regular 20 degree curve to the right 50 feet; thence by a regular 30 degree curve to the right 50 feet, by said Osgood's land to the easterly side of a private street; thence tangent northerly along the easterly side of said street, 334 feet; thence by a regular 72 degree curve to the right 116 feet to the northerly side of the street which crosses the Sullivan County Railroad by an overhead bridge; thence tangent along the northerly side of said street 50 feet; thence by a regular 85 degree curve to the left 40 feet; thence by a regular 60 degree curve to the left 50 feet; thence by a regular 10 degree curve to the left 100 feet to the easterly side of Railroad street; thence tangent along said side of Railroad street 125 feet; thence by a regular 16 degree curve to the left 175 feet; thence by a regular 12 degree curve to the left 100 feet; thence northerly tangent 250 feet; thence by a regular 8 degree curve to the right 50 feet; thence tangent 350 feet; thence by a regular 3 degree 13 minutes curve to the right 86 feet; thence tangent 264 feet; thence by a regular 4 degree curve to the right 100 feet; thence by a regular 14 degree curve to the right 100 feet; thence by a regular 8 degree curve to the right 100 feet, to station 45 (All of said line from the southerly end of the 250 feet tangent running northerly, last above described, being on the westerly side of the main highway from Charlestown Village to Cheshire toll bridge, and crossing Brook Hollow.); thence tangent northerly and along west side of said highway 615 feet; thence by a regular 20 degree curve to the right 85 feet; thence tangent 50 feet, crossing to easterly side of said highway; thence by a regular 16 degree curve to the left 100 feet, and entering upon the land of Townsend; thence tangent and on said Townsend's land 450 feet; thence by a regular 8 degree curve to the right, crossing Jones's road and entering upon land of Springfield Electric Railroad Company (bought of Eaton); thence tangent 100 feet; thence by a regular 4 degree curve to the left 185 feet; thence tangent 590 feet; thence by a regular 7 degree curve to the right 50 feet; thence tangent 685 feet; thence by a regular 4 degree curve to the left 190 feet to station 78 at switch point, on the main line, where the spur leading from the Springfield station of the Sullivan County Railroad connects with the main line.

The description of the center line of the location of said spur, and the continuation of the main line from said point of connec-

tion at station 78 to the terminus of the main line, is as follows:

Beginning at station 62, 16 feet westerly from the center of the main south-bound track of the Sullivan County Railroad, at a point about 6,000 feet northerly of the south end of Charlestown passenger depot, above mentioned; thence by a regular 6 degree 30 minutes curve to the left 500 feet; thence tangent 250 feet; thence by a regular 3 degree curve to the left 150 feet; thence tangent 200 feet; thence by a regular 11 degree curve to the right 100 feet; thence by a regular 4 degree curve to the right 100 feet; thence by a regular 10 degree curve to the right 100 feet; thence by a regular 8 degree curve to the right 100 feet; thence by a regular 4 degree curve to the right 100 feet; thence tangent 950 feet; thence by a regular 2 degree curve to the left 500 feet; thence tangent 413.3 feet; thence by a regular 32 degree curve to the left 50 feet, to the southerly end of Cheshire toll bridge; thence tangent, crossing said toll bridge, to the face of the Vermont abutment 495 feet to approximate state line, being the westerly boundary of said town of Charlestown.

The gauge of said proposed railway is more than three feet, to wit, what is known as standard gauge, being the same as the gauge of the said Sullivan County Road, and the length of same, including said spur, is about two and one fourth miles, and the location is in the town of Charlestown, in said county.

Wherefore, your petitioner prays for the decision of the questions whether the public good requires the proposed street railway, and whether the public good requires that it shall be built on the proposed route, and that a record of the decision upon the proposed questions be made, agreeably to the statutes in such case provided.

SPRINGFIELD ELECTRIC RAILWAY COMPANY  
OF CHARLESTOWN, N. H.,

By attorneys,  
E. B. FLINN.  
IRA COLBY.

STATE OF NEW HAMPSHIRE.

SUPREME COURT, SULLIVAN, SS., JUNE LAW TERM, 1897.

*To the Railroad Commissioners:*

The foregoing petition is referred to you, to find and report the facts bearing thereon, as provided by law.

By order of court.

Attest:  
JOHN McCRILLIS,  
*Clerk.*

## STATE OF NEW HAMPSHIRE.

## IN BOARD OF RAILROAD COMMISSIONERS.

SULLIVAN, SS., ADJOURNED JUNE LAW TERM, 1897.

*To the Supreme Court:*

The board of railroad commissioners, to whom the foregoing petition of the Springfield Electric Railway Co. of Charlestown, N. H., was referred, after due notice to all persons interested, as appears by the citation issued by them and the certificates of service thereof, herewith returned, met the parties at the town hall at Charlestown, in said county, on the 20th day of July, 1897, at 12 o'clock noon, and the said petitioners appearing by Hon. Ira Colby, its counsel; the Sullivan County Railroad Company by its president, John Albin, Esq.; the Boston & Maine Railroad Company by its vice-president, T. A. MacKinnon, Esq.; the town of Charlestown by its selectmen, and many citizens of Charlestown being also present, proceeded to hear all evidence and arguments presented, and to make an examination of the route proposed for said railway, and upon due consideration report the facts as follows:

The proposed railway connects the village of Springfield, Vt., and said Charlestown by an electric railway about six miles in length, of which about two and one fourth miles, including the bridge over the Connecticut river, will be in New Hampshire. The railway is constructed by a company organized under the laws of the state of Vermont, and all of the line in Vermont and part of the line in New Hampshire had been constructed and was in actual operation at the time of our examination. There was no opposition to the construction of the railway made either by individuals or any steam railroads in New Hampshire, except that the Sullivan County Railroad Company objected to any part of their location being taken by said electric railway for its location. The board find that it is unnecessary and not desirable that so much of the location prayed for by said petition as is within the location of said Sullivan County Railroad should be taken by said electric railway for its purposes, and they further find that the public good does require the construction of said proposed electric railway upon the route described as follows, to wit:

Beginning at station 8+26.3, at a point marked by an iron rod in the ground, being on the division line between lands of William E. Clark and Mrs. Mary Chubb, said point being 35 feet at right angles west of the center line of the westerly main line of the Sullivan County Railroad, as now laid, thence northerly on a tangent parallel to and 35 feet westerly from the center line of

said track 149.7 feet, crossing land of Mrs. Mary Chubb, to the southerly side of River street, thence continuing on said tangent 46½ feet to northerly side of said street, to a point marked by an iron rod in the ground; thence continuing on said tangent 477½ feet, on land of C. Bidwell, the end of said tangent being station 15; thence by a regular 1 degree 30 minutes curve to the left 100 feet, on land of said Bidwell and land of Baldwin; thence tangent and northerly by land of said Baldwin and Osgood, 250 feet; thence by a regular 40 degree curve to the left by said Osgood's land 100 feet; thence tangent and northerly 50 feet by land of said Osgood; thence by a regular 20 degree curve to the right 50 feet; thence by a regular 30 degree curve to the right 50 feet, by said Osgood's land to the easterly side of a private street; thence tangent northerly along the easterly side of said street 334 feet; thence by a regular 72 degree curve to the right 116 feet to the northerly side of the street which crosses the Sullivan County Railroad by an overhead bridge; thence tangent along the northerly side of said street 50 feet; thence by a regular 85 degree curve to the left 40 feet; thence by a regular 60 degree curve to the left 50 feet; thence by a regular 10 degree curve to the left 100 feet to the easterly side of Railroad street; thence tangent along said side of Railroad street 125 feet; thence by a regular 16 degree curve to the left 175 feet; thence by a regular 12 degree curve to the left 100 feet; thence northerly tangent 250 feet; thence by a regular 8 degree curve to the right 50 feet; thence tangent 350 feet; thence by a regular 3 degree 13 minutes curve to the right 86 feet; thence tangent 264 feet; thence by a regular 4 degree curve to the right 100 feet; thence by a regular 14 degree curve to the right 100 feet; thence by a regular 8 degree curve to the right 100 feet to station 45 (All of said line from the southerly end of the 250 feet tangent running northerly, last above described, being on the westerly side of the main highway from Charlestown Village to Cheshire toll bridge, and crossing Brook Hollow.); thence tangent northerly and along west side of said highway 615 feet; thence by a regular 20 degree curve to the right 85 feet; thence tangent 50 feet, crossing to easterly side of said highway; thence by a regular 16 degree curve to the left 100 feet and entering upon the land of Townsend; thence tangent and on said Townsend's land 450 feet; thence by a regular 8 degree curve to the right, crossing Jones's road and entering upon land of Springfield Electric Railroad Company (bought of Eaton); thence tangent 100 feet; thence by a regular 4 degree curve to the left 185 feet; thence tangent 590 feet; thence by a regular 7 degree curve to the right 50 feet; thence tangent 685 feet; thence by a regular 4 degree curve to the left 190 feet to station 78 at switch

point, on the main line where the spur leading from the Springfield station of the Sullivan County Railroad connects with the main line.

The description of the center line of the location of said spur, and the continuation of the main line from said point of connection at station 78 to the terminus of the main line is as follows:

Beginning at station 62, 16 feet westerly from the center of the main south-bound track of the Sullivan County Railroad, at a point about 6,000 feet northerly of the south end of Charlestown passenger depot, above mentioned; thence by a regular 6 degree 30 minutes curve to the left 500 feet; thence tangent 250 feet; thence by a regular 3 degree curve to the left 150 feet; thence tangent 200 feet; thence by a regular 11 degree curve to the right 100 feet; thence by a regular 4 degree curve to the right 100 feet; thence by a regular 10 degree curve to the right 100 feet; thence by a regular 8 degree curve to the right 100 feet; thence by a regular 4 degree curve to the right 100 feet; thence tangent 950 feet; thence by a regular 2 degree curve to the left 500 feet; thence tangent 413.3 feet; thence by a regular 32 degree curve to the left 50 feet to the southerly end of Cheshire toll bridge; thence tangent, crossing said toll bridge, to the face of the Vermont abutment 495 feet to approximate state line, being the westerly boundary of said town of Charlestown.

The gauge of said proposed railway is more than three feet, to wit, what is known as standard gauge, being the same as the gauge of the said Sullivan County Road, and the length of same, including said spur, is about two and one fourth miles, and the entire location is within said town of Charlestown.

The route approved by the board being the same described in the petition, except that it is so varied as to remove it from the location of said Sullivan County Railroad.

H. M. PUTNEY,

J. G. BELLOWS,

E. B. S. SANBORN,

*Railroad Commissioners of New Hampshire.*

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#### TRAIN STOP AT CLAREMONT JUNCTION.

STATE OF NEW HAMPSHIRE.

SULLIVAN, SS.

CLAREMONT, July 14, 1897.

*To the Honorable Board of Railroad Commissioners:*

GENTLEMEN,—Your petitioners, residents of Claremont, respectfully represent that train No. 4, of the Connecticut & Passumpsic



Division of the Boston & Maine Railroad, known as the Montreal, Quebec, and New York Night Express, by the time-table of said railroad for said division, in effect June 27, 1897, due to arrive at 4.10 A. M. at Claremont Junction, a station and junction of the line of said railroad in said Claremont, being the junction of the Concord & Claremont and Connecticut & Passumpsic divisions of said Boston & Maine Railroad, does not stop to take on passengers at the time and place aforesaid, to the great inconvenience and injury of certain residents of said Claremont, and the traveling public generally, as can be shown by numerous witnesses ready to appear and testify before your honorable body. Wherefore, your petitioners pray that the convenience and necessities of the traveling public be considered, and that said Boston & Maine Railroad be ordered to stop said No. 4 train at said Claremont Junction, for the accommodation of parties desiring transportation, at the time and place above set forth.

RUSSELL JARVIS.

THOMAS W. FRY, Secretary Sullivan Machinery Co.

J. DUNCAN UPHAM, Treasurer Sullivan Machinery Co.

F. H. FOSTER, Cashier Claremont National Bank.

J. T. EMERSON, President Sugar River Paper Mill Co.

C. H. WEED & CO., Merchants.

E. B. HEYWOOD, Merchant.

H. C. FITCH & CO., Proprietors Hotel Belmont.

E. A. BOWERS & CO., Merchants.

E. J. TENNEY.

R. K. DOW.

FRED C. CAMP, Hotel Claremont.

C. A. WASHLEN, C. A. Washlen Shoe Co.

JOHN McCLOUGH, Coach Line.

F. P. MAYNARD, Maynard Shoe Co.

F. H. BROWN.

After a conference with the officials of the road it was arranged that the train should stop as requested by the petitioners, and no further action upon it was taken by the board.

#### BRIDGE AT PLYMOUTH.

#### STATE OF NEW HAMPSHIRE.

*To the Board of Railroad Commissioners:*

The Boston & Maine Railroad, a corporation created by law, and doing business in said state, respectfully petition:

For leave to raise the highway bridge over its railroad, in the

town of Plymouth, being bridge No. 258, upon the White Mountain Division of said railroad, so as to furnish a clear space not exceeding nineteen (19) feet between the bottom of the bridge and the top of the rails, and to make such changes in the highways and approaches as are incident to such change; said railroad paying the entire expense of raising said bridge, and making such changes in the highways and the approaches to said bridge; and the maximum grade of the approaches to said bridge, when raised, not to exceed the present maximum grade of the same.

THE BOSTON & MAINE RAILROAD,

By SAMUEL B. PAGE,  
*Attorney.*

Dated this 15th day of July, 1897.  
Office of John Mason,  
Merchant.

PLYMOUTH, N. H., July 12, 1897.

*Hon. S. B. Page:*

DEAR SIR,—In answer to yours of the 5th will say that the town of Plymouth hereby consents to the request of the Boston & Maine Railroad to make changes in the overhead bridge No. 258, in said town.

Yours truly,  
JOHN MASON,  
*For the Selectmen.*

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, July 26, 1897.

Permission is granted to the Boston & Maine Railroad to raise the highway bridge No. 258, over its railroad, in the town of Plymouth, so as to furnish a clear space not exceeding nineteen feet between the bottom of the bridge and the top of the rails, and to make such changes in the highways and approaches as are necessary for such change, it appearing that the town of Plymouth, by its selectmen, consents to the change, that the maximum grade of the approaches when raised will not exceed their present maximum grade, and that the entire expense of the raising of the bridge and changes in highways and approaches is to be paid by said railroad.

By order of the board.  
J. G. BELLOWS,  
*Clerk.*

## PETERBOROUGH AND HILLSBOROUGH RAILROAD BONDS.

## STATE OF NEW HAMPSHIRE.

*To the Honorable Board of Railroad Commissioners of the State of New Hampshire:*

The Peterborough & Hillsborough Railroad, a New Hampshire corporation, respectfully represents that it is indebted, among other obligations, in the sum of one hundred thousand dollars (\$100,000) of first mortgage bonds, secured by a first mortgage of its railroad and property, dated April 30, 1877, by authority of the corporation and its board of directors, granted April 27, 1877; and that, by virtue of the lease of said Peterborough & Hillsborough Railroad to the Concord & Claremont Railroad, dated June 30, 1884, it was stipulated that there should be issued by said Peterborough & Hillsborough Railroad new bonds, for said bonds secured by said mortgage dated April 30, 1877; and that on April 26, 1897, by vote of the Peterborough & Hillsborough Railroad and its directors, in accordance with the stockholders' vote, new first mortgage bonds and a mortgage securing the same was authorized; said bonds to be for the period of twenty years from their date, July 1, 1897, bearing interest at the rate of 4½ per cent per annum, payable semi-annually; and said bonds to be for the purpose of providing for the exchange, renewal, or liquidation of the sum of one hundred thousand dollars (\$100,000) of first mortgage bonds, secured by said mortgage, dated April 30, 1897.

Wherefore, said Peterborough & Hillsborough Railroad, by its directors, hereby respectfully requests a hearing upon the question of issuing said new bonds, said hearing to be had at such time as this honorable board may designate, and that your honorable board may approve the issue thereof for the purposes aforesaid.

THE PETERBOROUGH & HILLSBOROUGH RAILROAD,

By its duly authorized director,

JOHN M. MITCHELL,  
*Counsel.*

HORACE E. CHAMBERLIN.

## STATE OF NEW HAMPSHIRE.

## IN BOARD OF RAILROAD COMMISSIONERS.

AUGUST 9, 1897.

In the matter of the petition of the Peterborough & Hillsborough Railroad, for the approval by the board of an issue of first mortgage bonds by said corporation to the amount of one hundred thousand dollars for the purpose hereinafter set forth:

It appearing, after public hearing and such further investiga-

tion as was deemed requisite, that said corporation was indebted, among other obligations, in the sum of one hundred thousand dollars of first mortgage bonds, secured by a mortgage of its railroad and property, dated April 30, 1877, by authority of the corporation and its board of directors, granted April 27, 1877; and that by virtue of the lease of said Peterborough & Hillsborough Railroad to the Concord & Claremont Railroad, dated June 30, 1884, it was stipulated that there should be issued by said Peterborough & Hillsborough Railroad new bonds for said bonds secured by said mortgage dated April 30, 1877; and that on April 26, 1897, by a vote of said Peterborough & Hillsborough Railroad and its directors, in accordance with the stockholders' vote, new first mortgage bonds, and a mortgage securing the same, was authorized; said bonds to be for the period of twenty years from their date, July 1, 1897, and bearing interest at the rate of  $4\frac{1}{2}$  per cent per annum, payable semi-annually; and said bonds to be for the purpose of providing for the exchange, renewal, or liquidation of the sum of one hundred thousand dollars of first mortgage bonds, secured by said mortgage dated April 30, 1877, and that the purpose for which it is proposed to issue said bonds is necessary and lawful; and, it being deemed by the board that an issue of bonds to the amount of one hundred thousand dollars is reasonably requisite for the purposes for which said issue is authorized as hereinafter specified, it is ordered that the board approve an issue of first mortgage bonds by the said Peterborough & Hillsborough Railroad, subject to the provisions of law applicable to such issue, to the amount of one hundred thousand dollars, par value, dated July 1, 1897, and payable July 1, 1897, with interest at  $4\frac{1}{2}$  per cent per annum, payable semi-annually; the said bonds, or the proceeds thereof, to be applied for the exchange, renewal, or liquidation of one hundred thousand dollars of first mortgage bonds of said Peterborough & Hillsborough Railroad, secured by a first mortgage of the railroad and property of said corporation, dated April 30, 1877.

HENRY M. PUTNEY,  
JOSIAH G. BELLOWS,  
E. B. S. SANBORN,

*Railroad Commissioners of New Hampshire.*

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EXETER STREET RAILWAY EXTENSION STOCK AND  
BONDS.

EXETER, N. H., August 7, 1897.

*To the Railroad Commissioners of the State of New Hampshire:*

The undersigned, the Exeter Street Railway Company, considering that the public requires an extension of its road, in Exeter

and Hampton, hereby ask leave to issue an additional amount of stock to the amount of twenty-five thousand dollars, and an additional amount of bonds to the amount of twenty-five thousand dollars. The extension will be about four miles.

This application is made by direction of the vote of the stockholders at a meeting held this 7th day of August, 1897.

WILLIAM LEE,  
*President Exeter Street Railway Co.*

C. A. COTTON,

J. D. GILMAN,

J. WARREN TOWLE,

*Directors.*

The following amendment to the petition was filed and allowed before the New Hampshire railroad commission:

CONCORD, October 11, 1897.

In the matter of the petition of the Exeter Street Railway Co. for increase of capital stock, etc.:

The petitioner asks leave to amend its petition by striking out that part relating to the issue of bonds, and by substituting fifty thousand dollars for twenty-five thousand dollars, in that part relating to the issue of additional capital stock, the stockholders, at a meeting duly held October 9, 1897, having voted to rescind its vote asking for leave to issue additional bonds, and having voted to ask for leave to issue additional stock to the amount of fifty thousand dollars.

EXETER STREET RAILWAY,

By its attorney,

ISAAC W. SMITH.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 11, 1897.

In the matter of the petition of the directors of the Exeter Street Railway Company, asking the approval of the board to the issue of additional stock to the amount of \$50,000, for the purpose of building the extensions of its railway already constructed, as therein stated:

Due and sufficient notice thereof having been given, a hearing was had upon said petition, at the office of said company, in Exeter, on the seventh day of September, 1897, at 11 o'clock A. M., at which said hearing the said company appeared by its counsel and proper officials, and such evidence, arguments, statements, estimates, and specifications as were presented were fully heard and considered, and for proper cause said hearing was continued

to the office of the board in said Concord, on the 11th day of October, 1897, at 11 o'clock A. M.

It appearing that the said Exeter Street Railway Company had been duly chartered by the state and authorized by its charter to issue \$100,000 of capital stock, and also bonds secured by mortgage of its franchise and property, and that it has heretofore been authorized by the board to issue \$100,000 of capital stock and \$90,000 of the bonds permitted by its charter, for the purpose of constructing and equipping that portion of its road now in operation; and it appearing also that said company, by its vote at a meeting held August 7, 1897, and called for that purpose, duly authorized its directors to petition the board for authority to issue the increase of stock and bonds prayed for by said petition and for the purpose therein stated, and that the extensions proposed have been duly located by the selectmen of the towns of Exeter and Hampton according to law, and it appearing further that the sum of \$40,000 will be necessary for the proper construction and equipment of the proposed extension to said railway;

Now therefore, it being deemed and voted by the board, upon proper consideration of the facts submitted before them, that the issue of \$40,000 of capital stock, in addition to the \$100,000 of capital stock and the \$90,000 of bonds already authorized by them, is reasonably requisite for the proper construction and equipment of the proposed extensions of about four miles in length;

It is ordered that the board approve the issue by said Exeter Street Railway Company, subject to the provisions of law under which the same are issued, of \$40,000 of capital stock for the purpose aforesaid and in the manner and upon the conditions following:

For track and roadbed, including overhead construction, stock to the amount of . . . . .	\$35,000.00
For lands and buildings, stock to the amount of . . . . .	5,000.00

It is further ordered, that said railway company open and keep accounts under the above headings, which will at all times show clearly and exactly what amounts have been expended for the purposes above named, and it is made a condition of this approval of the issue of the stock aforesaid that no more shall be issued for any of the purposes specified than is sufficient at par value to pay the actual expense incurred for the purposes for which the issue is authorized.

All shares of stock issued by virtue of this order shall be sold only by public auction, either at the brokers' board in the city of Boston or at the office of the company in said Exeter, as the directors of said company may by vote direct. If sold in said

Boston, notice of the time and place of such sale shall be published in the "Evening Gazette," published at said Exeter, and in the "Boston Daily Advertiser" and the "Boston Morning Journal," published at said Boston, five times at least during the ten days immediately preceding such sale, and if at said Exeter, by like publication of notice in the "Evening Gazette" aforesaid, in the "Daily Union," published at Manchester, and in the "Daily Monitor," published at Concord. No share of stock and no bond shall, however, be sold or issued for a less sum, to be actually paid in cash, than the par value thereof.

In authorizing this issue of stock it is due to the public to state some facts that have come to our knowledge during our investigation.

Charles L. Cotton, George W. Terrell, W. D. Lovell, and L. M. Cotton of Boston, Mass., constitute the Franklin Construction Company, a corporation organized under the laws of Maine. The same gentlemen, with a few associates, constitute the Exeter Street Railway Company, also the Rockingham Electric Company. Of all these companies W. D. Lovell appears to be the promotor, organizer, and manager. The street railway company has ten stockholders, to each of whom has been issued one one hundred dollar share. Five directors of the electric company have subscribed for one one hundred dollar share each. The construction company has an "incorporated capital" of \$50,000, but what part of it has been paid into its treasury we cannot state.

The construction company has contracted with the street railway company to build and equip a railway from Exeter to Hampton Beach, and to receive in payment such stock and bonds as can be legally issued. It is arranged that the street railway company shall furnish to the electric company such light and power as the latter can sell to the towns of Exeter and Hampton and the citizens of those towns. In other words, Mr. Lovell and his associates as the construction company have contracted with themselves as the street railway company to build and equip a railroad, for such of its stock and bonds as the railroad commissioners will authorize them to issue, and they propose as the electric company to take from the railway company, at a price fixed by them, such light and power as they can find a market for. All these contracts and arrangements being with themselves it is for them to decide what kind of a railroad they will construct and what they will pay for the light and power they sell. There has been no compliance with the law that the stock of a proposed railway shall be paid into the treasury in cash, and neither the railway company nor the electric company has ever had any cash capital except a few dollars for organization purposes.

Of the \$100,000 stock and \$90,000 bonds already authorized by this board and issued by Mr. Lovell as the railway company, all but the ten shares distributed to as many individuals has been turned over in bulk to him as the construction company, which has partially constructed and equipped about eleven miles of railroad which he has accepted and is now operating.

The whole business has proceeded upon the theory that all necessary funds would be obtained by the sale of railway stock and bonds. Assuming that the contracts and bargains which these men have made with themselves are binding upon the street railway, the owners of the railway securities, who furnish all the money, will be at the mercy of the construction company until the road is completed, and of the electric company afterwards.

The charter of the street railway company does not authorize it to engage in the business of furnishing light or power to others, and Mr. Lovell's admission is that the electric company is a device to enable the railway company to do by indirection what it cannot legally do directly.

The petition now before the board asks our assent to the issue of \$50,000 of stock for the purpose of building an extension to the railroad provided for by our order of May 17, 1897, but the road and the extension are to all intents and purposes one and the same. Portions of both have been constructed; neither has been completed; both are being built by the same parties and paid for in the same way. The reason why they are not capitalized as one is because the charter of the company limits the capitalization to \$200,000, and anything in excess of that amount must be secured under the act of 1897, which empowers us to authorize an issue of railway securities for extensions and other specified purposes in addition to the amounts allowed by charters. The real question before us therefore is whether \$50,000 in addition to the \$190,000 already authorized is necessary to produce the Exeter Street Railway in accordance with the plans and specifications which accompany the two petitions.

The law under which the petition of the street railway is brought requires this board to authorize the issue of such stock and bonds as in its judgment are necessary at par for the lawful purposes of the corporation. These purposes, as set forth in the petition, are the construction and equipment of a railroad extension. If the road is extended, equipped, and provided with terminals agreeably to the specifications filed with us by the petitioners, a capitalization of \$50,000 in addition to the \$190,000 already allowed, including liberal allowance for organization, incidentals, and the power plant necessary to supply the electric company, will not be, according to the estimate of reputable experts, excessive. From this must be deducted such part of



the cost of the power plant as is incurred to furnish light and power for sale, which is not a legal purpose of the corporation. Mr. Lovell estimates this expense at \$10,000.

With this deduction we assent to the issue, but in doing it we place upon record our disapproval of the arrangements by which those in control of these corporations have put themselves in a position in which, if they are so disposed, they can prey upon the property of the railway company after disposing of its securities; and we suggest to all concerned a radical modification of the plans and practices of the managers of this enterprise so as to bring them within the law.

HENRY M. PUTNEY,  
JOSIAH G. BELLOWS,  
EDWARD B. S. SANBORN,

*Railroad Commissioners of New Hampshire.*

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#### BRIDGE GUARDS AT MCGREGOR BRIDGE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, August 8, 1897.

It having been shown that it is impracticable to erect telltales or guard wires over the tracks of the Boston & Maine Railroad, north of the McGregor bridge, in the yard of the Amoskeag Manufacturing Company, in Manchester, in accordance with the general order of the board, said railroad is authorized to erect telltales at any point not less than 130 or more than 150 feet north of said bridge.

By order of the board.

J. G. BELLOWS,

*Clerk.*

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#### CROSSING AT PETERBOROUGH.

*To the Honorable Railroad Commissioners for the State of New Hampshire:*

Your petitioners, selectmen of the town of Peterborough, in the county of Hillsborough and state of New Hampshire, would respectfully represent that the Boston & Maine Railroad control and run the railroad from Hillsborough Bridge in said county to said Peterborough; that said railroad crosses a public highway known as Main street in the center village in said Peterborough

at a point near the stone grist mill in said village, and that said crossing is dangerous to the public travel upon said highway where said railroad crosses it; that said railroad company has not provided any means to protect the public using said highway at said crossing; that your petitioners were instructed by said town at their last annual meeting in March, 1897, to petition your honorable board to require said railroad company to protect said crossing.

Wherefore we respectfully ask that you order said Boston & Maine Railroad Company to cause crossing to be protected, and for such other relief as may be just.

EZRA M. SMITH,  
CHARLES B. DAVIS,  
HOWARD M. HERSEY,  
*Selectmen of Peterborough.*

PETERBOROUGH, N. H., October 2, 1897.

In the opinion of the board, power to order the protection asked for is vested in the town and not in the board, and the petition was dismissed for want of jurisdiction.

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#### CROSSING AT INTERVALE.

INTERVALE, N. H., October 21, 1897.

*Board of Railroad Commissioners:*

GENTLEMEN,—A number of the citizens of this place have a petition in the hands of the selectmen, for a new street, requiring a new crossing across the tracks of the Maine Central and Boston & Maine railroads, about 200 or 300 yards south of Intervale depot. I was advised by the selectmen that I, being the first petitioner, should notify you, and have you investigate, and, if possible, make your decision at once, so that we may have a hearing on the petition.

Hoping you will give this your earliest possible attention, I remain,

Yours, etc.,  
FRED W. DINSMORE.

The board could take no action in the matter until the proposed highway had been laid out by the selectmen, and the petitioner was so notified.

MODIFICATION OF ORDER RELATING TO MANCHESTER  
STREET RAILWAY STOCK.

STATE OF NEW HAMPSHIRE.

*To the Board of Railroad Commissioners:*

The Manchester Street Railway requests of your board a modification of your order of January 6, 1896, modified by your order of June 30, 1896, as follows:

Add to the sum of \$50,000, "to construct four additional miles of track, wire, and poles, and complete the construction of its existing tracks," the sum of \$20,000.

Take from the sum of \$45,000, "to purchase lands and erect buildings necessary to the operation of the road, including a machine-shop and paint shop," said sum of \$20,000.

CHARLES WILLIAMS,  
CHARLES T. MEANS,  
ARTHUR H. HALE,  
WALTER M. PARKER,  
ARTHUR H. WILLIAMS,

*Directors.*

MANCHESTER, N. H., October 27, 1897.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 1, 1897.

Upon the petition of the Manchester Street Railway, for reasons shown, the order of the board dated January 6, 1896, and modified June 30, 1896, in relation to the issue of stock by said railway for certain specified purposes, numbered from one to seven inclusive, in said order, is hereby changed by transferring to No. 2 from No. 4 the sum of \$20,000 so that the order as amended shall read:

"To construct four additional miles of track, wire, and poles, and complete the construction of its existing tracks, the sum of \$20,000, and to purchase lands and erect buildings necessary to the operation of the road, including a machine-shop and paint shop, the sum of \$25,000."

HENRY M. PUTNEY,  
J. G. BELLOWS,  
E. B. S. SANBORN,

*Railroad Commissioners of New Hampshire.*

## SPRINGFIELD ELECTRIC RAILWAY STOCK.

*To the Board of Railroad Commissioners of the State of New Hampshire:*

The Springfield Electric Railway Company of Charlestown, New Hampshire, a corporation duly established by law, located and doing business at Charlestown, in the county of Sullivan and state of New Hampshire, and having an authorized capital stock, under the provisions of its charter, of fifty thousand dollars, respectfully represent, that it has been duly organized, and an electric railway has been constructed within said town of Charlestown from the village of said Charlestown to the west bank of the Connecticut river, connecting with the Springfield Electric Railway of Springfield, in the state of Vermont; that its said railway, including a spur extending from its main track to the Springfield station, so called, of the Sullivan County Railroad, now operated by the Boston & Maine Railway Company, is from one and one half miles to two miles in length, and its gauge is of more than three feet; that the cost and expense of its construction has been fully paid for by the subscribers to its capital stock, principally by the Springfield Electric Railway Company of Springfield, Vermont, but that no certificates of stock, representing such payments, have ever been issued; that it has leased its said railway for the term of ninety-nine years to the said Springfield Electric Railway Company of Springfield, Vermont, at the nominal rental of one dollar per year; that in order to preserve the organization of your petitioners, and that the subscribers to its capital stock that have paid for the construction of said railway may have something to evidence such payments made by them, it is necessary that certificates, representing shares, of its capital stock be issued to the persons entitled thereto; that at a meeting of the subscribers to the capital stock of said company, duly notified, and holden at Charlestown, N. H., this day, it was duly "Voted, that the directors cause to be issued to the subscribers of the capital stock of the Springfield Electric Railway Company of Charlestown, New Hampshire, certificates of stock to the amount of \$12,000, for the purpose of preserving its said organization, and also that the subscribers thereto may hold them as evidence of payments made by them, respectively, towards the construction of its said railway."

Wherefore it prays for an investigation by your board, as provided by law; and that your board authorize the issue of so much capital stock of the said corporation as may be necessary for the

purposes hereinbefore set forth, and as in the judgment of your board is reasonably required.

Dated at Charlestown, N. H., this 7th day of December, A. D. 1897.

N. G. BROOKS,  
*President.*

N. G. BROOKS,  
J. A. HUNT,  
W. R. SHEEDAN,  
FRANK N. HAMLIN,  
*Directors.*

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, January 10, 1898.

Upon consideration of the foregoing petition of the Springfield Electric Railway Company of Charlestown, New Hampshire, due notice having been given to all persons interested, and no objection being made; it appearing that said railway has been duly chartered according to law, and that the same has been actually constructed by the subscribers to the stock of said railway, and that they have paid for the same the sum of more than \$12,000, and it being deemed and voted by the board that the issue of \$12,000 of capital stock is reasonably requisite for the proper construction of the railway as now built:

It is ordered that the board approve of the issue by said railway of \$12,000 of capital stock for the purpose of paying the said subscribers the amount expended in the construction of said railway, said amount, however, to be in full payment for all amounts heretofore expended in the construction and maintenance of said railway.

HENRY M. PUTNEY,  
JOSIAH G. BELLOWS,  
EDWARD B. S. SANBORN,  
*Railroad Commissioners of New Hampshire.*

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#### APPORTIONMENT OF ELECTRIC CROSSING EXPENSES.

*To the Board of Railroad Commissioners of the State of New Hampshire:*

Respectfully represents the Boston & Maine Railroad that its tracks in this state are crossed at grade by the electric railways at points described as follows, namely:

1. By the Nashua Street Railway in the city of Nashua.
  - (a) East Hollis street.
  - (b) Main-street station.
  - (c) Hollis-street sidetrack leading from Nashua Iron & Steel Company's works.
  - (d) Main street at Otterson-street station.
  - (e) Hollis street, 500 feet south of Nashua Junction.
  - (f) Main street, Nashua City station.
  - (g) Temple street, 300 feet west of Nashua Junction.
2. By the Manchester Street Railway:
  - (a) Granite street just south of present passenger station.
  - (b) Granite street, Amoskeag track.
  - (c) Granite street, Manchester Mills.
  - (d) Main street.
  - (e) Wilson street.
  - (f) Valley street.
  - (g) Elm street.
3. By the Concord Street Railway, West Concord, main road, near state prison.
4. Union Electric Railroad.
  - (a) Central avenue, just east of Dover passenger station.
  - (b) Central avenue, Sawyer's Mills, Dover.
5. Exeter Street Railway Company, main line, Exeter street, Hampton, New Hampshire.

That since the passage of the act of March 13, 1895, all of the permissions given by the board to the various electric railways to make said crossings at grade were granted upon condition that the board would subsequently make such further orders, rules, and regulations for the protection of all persons from injury at such crossings as they might deem sufficient and necessary, and that the expense incurred in providing and maintaining such suitable protection of all persons at said crossings should subsequently be apportioned by the board between the Boston & Maine Railroad and the respective electric railways; that under the act of March 13, 1895, the expense of providing and maintaining the crossings granted before the passage of that act is also to be apportioned by the board; that informal hearings have been had before the board regarding the just apportionment of such expense, but no definite conclusion has been reached; that the Boston & Maine Railroad has complied with all the temporary orders of the board made from time to time with reference to the payment of the expense of protecting said crossings for the time being.

Wherefore the petitioner respectfully asks that hearings may be appointed and the respective electric railways may be duly

notified thereof, and that such orders, rules, and regulations for the protection of all persons from injury at said crossings may be made as by the board may be deemed sufficient and necessary, and that the expense to be incurred in maintaining such suitable protection at said crossings, as well as the expense already incurred in providing the crossings and maintaining such protection, may be justly apportioned by the board between the petitioner and the respective electric railways.

THE BOSTON & MAINE RAILROAD,

By FRANK S. STREETER,

*Counsel.*

Some inaccuracies in the description of crossings were corrected by consent of parties before the hearing.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, January 24, 1898.

In the matter of the petition of the Boston & Maine Railroad for an apportionment of the expense of protecting the crossings upon which electric roads cross its tracks, notice was given to all persons interested, hearings were had at the times and places named in the order of notice made thereon, the several crossings were viewed, and all evidence presented heard, and for proper cause the hearing was adjourned to the office of Henry M. Putney, at Manchester, on the 31st day of December, 1897, at 9 o'clock A. M., at which time and place, the Manchester Street Railway appearing by E. M. Topliff, its attorney, the Nashua Street Railway by G. A. French, its attorney, the Exeter Street Railway by Isaac W. Smith, its attorney, the Union Street Railway by Worcester, Gaffney & Snow, its attorneys, and the Concord Street Railway by J. H. Albin, its president and attorney, and the petitioner by O. E. Branch and F. S. Streeter, its attorneys, and the attorney-general not being present, but informing the board that he did not desire to be heard, and no objection being made by any of the parties aforesaid, the board proceeded to fully hear all further evidence and arguments presented, and after deliberation the board states its conclusions and findings as follows:

Steam railroads and electric street railways are alike common carriers, transporting over their roads freight and passengers by mechanical power for the profit of their proprietors. They are alike invested by the state with certain rights, privileges, and immunities, taken from the public and conferred on them for the public good. From the nature of the powerful agencies they use, considerable danger results to the public in the conduct of their business, and therefore rules and regulations for the protection

of those whose lives and property are endangered by their operation have been framed, and made more and more stringent and exacting as the dangers they create have become better understood.

A grade crossing, whether it be by a steam road over a highway or by an electric road over a steam road, is always a menace to life and property. It can always be avoided by the expenditure necessary to construct an underpass or an overpass, and the saving of such expense to the railroads is the only reason for permitting it.

As the evils and dangers consequent to the use of railways are so apparent, besides such rules and regulations as have been established by legislative enactment, the law as administered by the courts holds railroads to a most severe and exacting accountability for all accidents to persons or property that occur through their faults or neglect, and in this regard makes no distinction between steam and electric roads.

In their occupancy and use of the highway crossings they stand upon an equality. Neither has any natural right of way. Both are purely creatures of law. Both accept their charter rights subject to the conditions imposed by law, which are precisely the same as regards the construction and protection of crossings. Neither is indebted to the other. Their relations to each other are not those which both bear to the public, but what one steam railroad bears to another.

In some of the more populous states such grade crossings are absolutely prohibited. In others they are rarely allowed. But in New Hampshire the railroad commissioners are authorized to permit them upon the petition of those desiring to make them, and as it has appeared that a refusal would prevent the building of street roads which were demanded by the public good, in every instance thus far the board has, when asked, given its permission to the construction of street roads over the steam roads in the highways at grade. It is the well established rule in railroading that the junior road, *i. e.* the road that crosses one already built, must construct the crossing and maintain it, and the justice of this has invariably been recognized by our electric roads, which have paid without objection the cost of constructing their crossings over the steam roads. The logical conclusion is, that they would have done the same if other and more expensive methods of crossing than they have been permitted to use had been insisted upon. The interlocking crossing is by far the best safeguard against collisions, but its construction is very expensive and beyond what it has been thought our roads could reasonably be asked to bear, and gates and flagmen have been substituted for it.



In some states the rule stated has been extended so as to include whatever crossing protection is required. Thus an act passed by the legislature of Illinois June 2, 1891, provides: "In case, however, one railroad company shall hereafter seek to cross at grade with its track or tracks, the track or tracks of another railroad company, and the railroad and warehouse commission shall determine that interlocking or other safety appliance shall be put in, the railroad company seeking to cross at grade shall be compelled to pay all cost of such appliances, together with the expense of putting them in and the future maintenance thereof." And section 3 of an act passed in Ohio April 29, 1896, reads: "In case, however, one railroad company or an electric railroad company shall hereafter seek to cross at grade with its track or tracks, the track or tracks of another railroad, the railroad company, or the electric railroad company, seeking to cross at grade, shall be compelled to interlock such crossing to the satisfaction of the said commissioner, and to pay all cost of such appliances, together with the expense of putting them in and the future maintenance and operation thereof, *provided*, this act shall not apply to crossings of side tracks only."

In other jurisdictions where grade crossings are permitted it has been deemed fair and wise to apportion the expense of protection, which is the law in New Hampshire. Section 13 of chapter 29 of the Laws of 1895 is as follows: "No street railway company shall lay its tracks across the track of a steam railroad, and no steam railroad shall lay its tracks across the tracks of a street railway, without the consent in writing of the board of railroad commissioners; and when the crossing is made at grade, said commissioners shall make such orders, rules, and regulations for the protection of all persons from injury at such crossings as they may deem sufficient and necessary. All expense incurred in providing and maintaining such suitable protection of all persons at said crossings shall be apportioned by the board of railroad commissioners between the two roads as they may deem just; and in all cases when a street railway crosses a steam railroad at grade, every driver of a car upon the street railway shall, when approaching the point of intersection, stop his car not more than seventy-five feet and not less than twenty feet from the crossing, and before attempting to cross carefully examine for approaching trains on the steam railroad, and shall not proceed to cross until it is ascertained that no trains are approaching, and that the street railway car may cross with safety. The board of railroad commissioners may from time to time change and modify such orders, rules, and regulations as the public safety and convenience may require. Whenever a crossing of

the tracks of a steam railroad is to be made by a street railway otherwise than at grade, and the means existing therefor, by bridge or otherwise, at the time said crossing is authorized by said board of railroad commissioners, are not sufficient for the safe and proper operation of said street railway, and any alterations therein are made necessary thereby, the expense of making such alterations shall be borne by the railroad or railway at whose request and for whose benefit they are made."

It is argued by some of the representatives of the electric roads that because the steam roads protected the highway crossings at what are now the junction points before the street roads were built, and are now put to no additional expense, and as the electric roads are required to stop their cars before passing over the steam tracks, thus in a measure protecting themselves, they should not be asked to pay any part of the costs of gates or flagmen, but this is neither just nor in accordance with the law.

The cars of the Manchester Street Railway make three hundred and forty trips each day over the Granite-street crossing, carrying nearly a million five hundred thousand passengers annually over tracks that are almost constantly in use by the steam road. These passengers should at least have all the protection which can be given them by gates.

The rule that street cars shall come to a stop before passing over a grade crossing is not enough. It may be, and often is, disregarded. Even if it is faithfully obeyed, machinery may break, electric power may fail, and other accidents may happen which will bring the cars into collision with steam trains and cause wholesale slaughter. It is absurd to say that the corporation which has been permitted to construct this crossing at grade solely to save the cost of separating the grades, which carries these people for pay and at a profit, and is responsible for their safe transportation, should not bear any part of the expense of the protection they are entitled to, or that it should not bear any part of the cost of whatever safeguards are deemed necessary to prevent collisions in which steam cars may be derailed and wrecked. The same principle applies in other cases.

To save vast expense the electric roads have been permitted to build grade crossings over steam roads, which crossings must be protected. To save expense it has been deemed advisable not to require interlocking crossings, but to depend upon other protection which was provided by the steam roads before the advent of the electric roads. This protection is afforded in discharge of the obligation both roads owe the public. It is to prevent accidents for which both may be responsible. That it was formerly provided by one, when that one was alone responsible, does not mat-

ter. While it can be made to serve it is for the advantage of both that it should not be duplicated. While it is used by both the expense should be shared by both.

The statute quoted requires us to apportion all expense incurred in providing and maintaining suitable protection at grade crossings, and the question before us is, what is a just and fair division? This, it seems to us, depends upon the relative use by the two roads of the level crossings which they have been allowed to make in order to save the expense of separating the grades, and the proportion of the protection each secures against accidents for which they would be held liable. An exact calculation of those proportions cannot be made, but the rule may be broadly applied. All railroads are under obligations to prevent as far as possible crossing accidents, but the character of their business is somewhat different, and in operation street roads have to guard against collisions in which their employees and passengers would be killed or maimed, and by which steam trains might be derailed and wrecked, while steam roads must avoid such collisions and also protect foot and carriage travelers upon the high-ways. Any arrangement or device which prevents a collision between a street car and a steam locomotive or car, may fairly be considered to be for the equal benefit of both; for while the passengers in a street car in such an accident are more liable to be killed or injured in large numbers, one road is as liable as the other to be held responsible, and obliged to pay the money damage.

Street cars do not often run over foot travelers or carriages upon crossings, but they greatly increase the passing over the crossings and by massing the people and confining them in cars they greatly increase the hazard of the steam roads.

That the travel over the steam road tracks at some of the crossings under consideration has been doubled, trebled, and even quadrupled, and greatly increased upon all of them by the facilities and attractions offered by the electric roads, that people when confined by the score in a car are in more danger upon any crossing than when they pass it singly on foot or in carriages, is perfectly apparent; and that a steam train is much more liable to be wrecked by collision with a street car than by running against a foot passenger or a carriage, seems to us too plain to need proof.

In view of these facts we think it just and reasonable to adopt as far as is practicable the rule that when a street road uses a crossing as much as a steam road, each should bear half the expense of protecting it; and that the division should be relatively the same as in other cases, except as to sidings which are for the special benefit of the patrons of the steam roads.

Of the crossings under consideration all are protected by gates or flagmen except two in Manchester and two in Nashua. The whole expense thus far has been borne by the Boston & Maine road, except that at Hollis street in Nashua, which has been divided by agreement. No one has appeared to ask for any additional protection, and it is considered that for the present what is afforded is sufficient. It is agreed by the parties in interest that whatever protection is necessary shall be furnished and controlled by the steam road.

The Concord Street Railway runs its cars over the Concord & Claremont branch of the Boston & Maine road near the state prison every thirty minutes during the day, and carries over the crossing about 90,000 passengers annually, many of whom are pleasure excursionists. A very large share of this passing is due to the street road. The trains on the steam road are very infrequent, and the traffic is light.

In Dover the street railway crosses the Boston & Maine near the station, and carries a large number of people at all hours of the day to and from Somersworth and the park that lies midway between the two cities. It also crosses the Portsmouth & Dover branch at Sawyer's Mills, where business is light upon both roads.

The Exeter & Hampton Street Railway crosses the Eastern Division of the Boston & Maine at the station in Hampton. Much of its business at that point is the carrying of people to and from the beach. It also furnishes a freight service between the two towns.

In Manchester there are seven electric crossings, as follows:

Over the main line of the Boston & Maine on Granite street near Canal, over the North Weare branch on Main street, over the Portsmouth branch on Wilson street, and over the Elm street, Valley street, Turner street, and Print-Works yard sidings. The Granite-street crossing now passes over six tracks upon which the trains of the steam road run at brief intervals through the day and night. The street cars pass it regularly twenty times every hour for seventeen hours each day, and there are some extras. The street car passengers number about 4,000 daily. It is protected day and night by double gates. When the new passenger station is opened the Boston & Maine tracks will be reduced to two, and the use of the crossing by that road will be greatly lessened.

The Main-street crossing over the North Weare branch carries fourteen regular steam trains and two hundred and forty street cars daily. It is protected by a flagman. At present there is no protection upon the Wilson-street crossing over the Portsmouth branch, which is used ninety-six times daily by the street road,

and to a considerable extent by the steam road, but a flagman will be needed there in the near future. There is no protection upon the Valley-street siding over the Portsmouth branch.

The crossings upon the Elm-street and Print-Works sidings are made safe by cross gates over the steam road which are kept closed except when trains are moving, which is but two or three hours a day; and that upon the Cheney siding is guarded by a flagman.

The situation in Nashua is such that a large majority of the street railway passengers, who number a million and a quarter annually, are carried over the grade crossings, of which there are eight, all in the main thoroughfares of the city, as follows:

East Hollis street, main line, Southern Division, gates; gatemen on duty night and day.

Allds street, Acton branch, no protection.

Main street, Railroad square, Keene branch, gates; gatemen on duty night and day.

Main street, main line, W. N. & P. Division, gates; gatemen on duty night and day except Sunday and Sunday nights. All regular trains send a man ahead to cover this crossing.

Main street, Acton branch; flagman on duty from 7 A. M. until 7.05 P. M., or until the arrival of the last passenger train, except Sundays. No trains are run on this branch Sundays.

Temple street, Keene branch, gates; gatemen on duty night and day.

Temple street, W. N. & P. main line and Acton branch, gates; gatemen on duty night and day.

East Hollis street, Nashua Iron & Steel Co.'s side track, no protection.

The board orders:

(1) That the Boston & Maine Railroad continue to protect the crossings in Concord, Dover, Hampton, Nashua, and Manchester in the same manner and to the same extent as heretofore.

(2) That the Concord Street Railway pay one half the expense at the state prison crossing.

(3) That the Dover Street Railway pay one half the expense at the crossing near the passenger station near the center of the city, and at Sawyer's Mills.

(4) That the Exeter and Hampton Street Railway pay one half the expense at the crossing near the station in Hampton.

(5) That the Manchester Street Railway pay one half the expense at the Granite-street crossing near the station, and at Main street in West Manchester, the cost upon the siding crossings being all borne by the Boston & Maine as heretofore.

(6) That the Nashua Street Railway pay one half the expense

at the crossings on East Hollis street, main line of the Boston & Maine, Southern Division; on Main Street, Railroad square, Keene branch; on Main street, main line, W. N. & P. Division Boston & Maine; on Main street, Acton branch; on Temple street, Keene branch; on Temple street, W. N. & P. main line and Acton branch.

(7) That this order take effect from the first of January, 1898, and that payments under it be made quarterly by the several street roads to said Boston & Maine, when duly certified bills are presented. The expense to be such as is necessary and reasonable, and in case of a failure of the parties to agree as to this, to be determined by the commissioners upon petition of either party.

By order of the board.

J. G. BELLOWS,

*Clerk.*

# FATAL ACCIDENTS.





# FATAL ACCIDENTS.

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## DEATH OF WILLIAM GODFREY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 24, 1896.

Investigation at Concord, December 21, 1896.

Mr. John H. Brown appeared for the railroad.

Witnesses: Charles A. Stanley, signalman; Millard Fillmore, gateman; Walter W. Charland, switchman; Louis Dobe, brakeman, all of Nashua; H. A. Bliss, engineer, and Edward E. Hammond, fireman, both of Worcester, Mass.

William Godfrey, a brakeman and one of a shifting crew that was employed in the yard of the Boston & Maine Railroad at Nashua on the morning of Sunday, April 26, 1896, fell from the top of a moving freight car and was run over by two cars and killed. This shifting crew was engaged at the time of the accident in setting or kicking cars upon the different tracks in the yard where they were wanted, and Mr. Godfrey had climbed upon one of them in order to cut off two which were to be kicked upon No. 7 track. Our investigation did not establish beyond doubt the reason why he fell, but it is the opinion of the train and yard men who saw him climb upon the car and a moment later discovered him under the wheels, that the knuckle couplers which were in use upon both cars did not work well and that while he was trying to separate them a slight jolt due to a movement of the engine caused him to lose his balance and fall.

It does not appear that any one was careless. The crew was working as usual, cautiously, the engine was moving very slowly, and not only the trainmen but the switchmen in the yard close by were carefully attending to their duties. The couplers to which the fatality was probably due were of the Master Car Builders type, which railroads are required to use because it has been decided by those in authority to be best, but which brakemen very generally condemn as more murderous than the old Safford drawbar.

H. M. PUTNEY,  
*For the Board.*

## DEATH OF REUBEN C. CRAIG AND GEORGE D. WATSON.

## STATE OF NEW HAMPSHIRE.

## IN BOARD OF RAILROAD COMMISSIONERS.

Investigation at Concord, November, 1896.

Mr. Streeter and Mr. Branch appeared for the railroad. Mr. George R. Warren appeared for the Craig estate.

Witnesses: D. W. Sanborn, railroad superintendent, Somerville, Mass.; J. Myles Standish, commercial traveler, Boston, Mass.; Daniel S. Kimball, Manchester, David Perkins, Manchester; Henry F. Fitzpatrick, fireman, Lakeport; David C. French, brakeman, Laconia; George E. Cummings, railroad superintendent, Woodsville; Edward M. Buckley, engineer, Concord; George P. Conn, physician, Concord; William H. Sawyer, lawyer, Concord; L. B. Landon, conductor, Concord; Clarence B. Fullam, brakeman, Concord; H. E. Conant, Concord; Charles A. Burnham, stone-cutter, Concord; Arthur F. McKellar, brakeman, Concord; James L. Killeen, bookkeeper, Concord; Sidney Worcester, granite cutter, Concord; Herbert L. Trevette, granite cutter, Concord; Willshire R. Aiken, inspector of cars, Concord; Jeremiah T. Connor, engineer, Concord; John H. Hamilton, yardmaster, Concord; Charles H. Wiggin, master mechanic, Concord; Horace E. Chamberlain, railroad superintendent, Concord; B. A. Kimball, railroad president, Concord; John W. Storrs, civil engineer; T. A. MacKinnon, railroad manager; John H. Brown, Albert C. Perkins, baggagemaster, Somerville, Mass.

The southbound White Mountain express passenger train was derailed near the switch south of Ferry-street crossing within the yard limits of Concord station, August 27, 1896, about 2.30 P. M.

The train was made up of the large locomotive No. 759, one baggage car, one smoking car, four passenger cars and four drawing room cars, and, including employees of the road, carrying four hundred and forty-seven persons, sixty-five of whom occupied the smoking car. Of this number two persons, Reuben C. Craig of Weare, N. H., and George D. Watson of Hillsborough, N. H., received fatal injuries, twenty-four persons suffered serious injuries, and as many more slight ones.

The Ferry station switch was a Ramapo safety switch, the best known, and used for all first-class railroad constructions, and especially designed to prevent derailment in any case in which a moving train may fail to take the right track, and at the time of the accident was in perfect condition. A shifting engine had gone over the track about 1.40 P. M., and one of the shifter's crew, Mr. McKellar, a yard brakeman who was charged with the duty

of attending to the switches, opened the switch in question for the passage of the shifter north and then set the switch for the main track. The shifter with one or more cars and its crew aboard ran down upon the main track over the switch precisely on the course of the White Mountain express train. About twenty minutes later the accommodation train passed over the same course into the Concord station, which was the last use of the track before the wreck. The safe passage of the shifter train and the accommodation train over the switch, with no indication of anything wrong about it to the engineers of those trains, who were closely watching, leaves no doubt that it was then in the correct position. Mr. McKellar, who put the switch in position for the main line, testifies that there was no padlock upon it when he left it, and that switches in the yard, constantly required by the shifting crews, were always left safely locked in place by the handle-bar of the switch, but were not always secured by padlocks as the rules require. The White Mountain express was approaching cautiously at a speed of twelve or fifteen miles per hour with steam shut off, the air-brake slightly on, and under control, when the engineer, Mr. Buckley, who was keeping a careful lookout, thought he saw ahead this switch target slightly turned, but enough, as he thought, to cause suspicion that something was wrong and to induce him instantly to throw on the full pressure of the air-brake. When he came to the switch a glance at the rail on his side showed it in an apparently correct position. Immediately afterward the engine began to "bounce around," as he describes it, and he was thrown upon the ground and at a point about 250 feet south of the switch, the derailed train came to a standstill with the engine and tender nearly cross-wise the track, the baggage car telescoped nearly lengthwise the smoking car, the forward end of the next car off the track, and injuries resulted to a large number of people as before stated. Mr. Buckley testifies that as soon as he recovered himself and relieved the fireman, who was caught under a detached rail, within one or two minutes after derailment, as he estimates it, he ran back to the switch and found it in correct position, set for the track on which he was running his train, the target showing as it ought to show and the switch rails locked in place by the handle-bar with the trucks of a passenger car standing upon the switch rails. In fact, Mr. Buckley states that everything about the switch and the switch rails was perfect, and that the weight of the car standing upon them precluded the possibility of the switch rails having been moved a particle after the train stopped. In his statements of the position of the switch, the target, the rails, and the trucks of a passenger car standing upon them, and

that the switch was found in perfect condition immediately after the derailment, he is substantiated by several witnesses, and his statements upon this subject must be held to be correct.

A critical examination of the track from the switch to the place where the derailed train stopped disclosed no mark at the northern point of the switch rail opposite the target, but on the contrary the point of the switch rail was in the usual corroded condition of such rails. Fifteen inches below the point, some slight indentations were found on the switch rail, but without any distinctive feature by which it could be settled how or when they were made; but at the southerly end of the switch rail, about fifteen feet below its point, the bolts securing the angle-bar at the joint of the switch rail with the full-length rail appeared to have been sheared off, an indentation was found in the end of the easterly full-length rail, and forty feet or more southerly of the angle-bar, and more than fifty-feet below the point of the switch, were found the usual marks of a derailment. On the day following the accident, Mr. Buckley set the switch target so that it showed as it appeared to him at the time of the derailment. Coming down upon the route of the derailed train a locomotive and passenger car were run over the switch in that condition, being open about one-half inch, several times. The wheels of the locomotive each time closed the switch rail, and the experimental train passed over it safely and without any apparent shock. It is asserted by all the witnesses having knowledge of the condition of the train before the accident that there was no known defect in any part of it. After the derailment the locomotive and tender wheels were inspected and a piece of the flange of the trailing wheel of the forward trucks of the tender on the side next the target was broken off, and the piece has not been found. The condition of the switch before, at the time of, and after the accident, together with the absence of signs of a locomotive (which with its tender weighed nearly one hundred tons) plowing along the roadbed at that point, with all the other evidence submitted, made it impossible for us to find that this derailment was caused by a misplaced switch. Indeed, if we accepted the logical result to which the testimony leads us, we must find that it establishes the fact that the derailment was not caused by the switch and did not begin until after the northerly point of the switch was safely passed. The testimony deals with conditions and results and does not disclose the cause of the derailment, but we think it establishes beyond doubt these facts:

1. The switch was in perfect condition and proper position thirty minutes before the accident.
2. The locomotive passed it safely.

3. Immediately after the wreck it was in perfect condition and proper position, and the rear of the train, which had not left the rails, stood across it in such a way as to show that it could not possibly have been moved by any one.

4. The tender left the track just below the switch. While there is and can be under the circumstances no direct testimony to that effect, it is a fair inference that when the alert and faithful engineer caught a glimpse of the red on the target as he rounded the curve above the switch at a point where the target would show a red edge, although the switch was closed, he applied the full force of the emergency brake so suddenly and vigorously that it threw a wheel (possibly the broken one) of the tender, which at the end of a long run was nearly empty and light, out of its true course, so that it ran diagonally over the rail below the switch and then over the earth and ties, causing the derailment and wreck that followed.

In the absence of any other theory that is not destroyed by admitted facts we accept this.

The testimony discloses a violation of a rule of the railroad company that all switches on the main line should be secured by padlock when not guarded by a switchman. In this case a switch over which two heavy passenger trains were soon to pass was left unguarded and without being padlocked and subject to the caprices or malice of the careless or evil-minded visitor.

E. B. S. SANBORN,

*For the Board.*

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#### DEATH OF CHARLES O. DINSMORE.

##### STATE OF NEW HAMPSHIRE.

##### IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 18, 1896.

Investigation at Concord December 14, 1896.

Mr. John H. Brown appeared for the railroad.

Witnesses: Edward Collins, engineer, Eugene J. Bonner, switchman, and Edward J. Cushing, yard brakeman, all of Nashua, N. H.

Charles O. Dinsmore, a yard conductor, while uncoupling cars in the Nashua yard early in the afternoon of September 21, 1896, pitched from the car upon which he was riding between that and the next one upon the track, where he was run over by three wheels and instantly killed. Mr. Dinsmore had charge of the shifting crew in which he was at work. Wishing to set some cars from one track upon another, he motioned the engineer over the switch, then gave a motion to have the cars kicked in, then to have

the locomotive stopped, and then climbed upon a flat car which was to be cut off, and kneeled down on his knees to pull the pin. A moment later he was seen to pitch forward and fall upon the track. The reason why he fell cannot be ascertained. The locomotive was moving slowly as usual, his orders were all obeyed, he was familiar with the work and was not in what appeared to be a dangerous position. The pin may have stuck and required a sharp pull to start it, or a slight jolt may have caused him to lose his balance, but all on this point is conjecture. We only know that a competent, faithful, and experienced man lost his life in the discharge of his duties.

H. M. PUTNEY,  
*For the Board.*

#### DEATH OF FRANK McQUADE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, January, 1897.

Investigation at Rochester, December 28, 1896.

Witnesses: Andrew Thompson, engineer, Delbert Marean, fireman, Jedediah Morrill, roadmaster, Frank Drew, chief of police, William A. Hanscom, policeman, S. S. Perry, and Stephen Starbird, of Rochester, and Frank H. Cleaves, conductor, of Westbrook, Me.

Mr. Snow appeared for the railroad, and Peter Cassidy and Frank McNally, relatives of the deceased, were present at the hearing.

On September 26 last, at about 7.25 P. M., as passenger train No. 6 on the Portland & Rochester Railroad, running from Portland to Rochester, was about a mile west of East Rochester station, the engineer and fireman both saw something dark on the track a short distance in front of the engine.

The train was moving at the rate of 25 or 30 miles an hour and the night was dark and cloudy. Soon after reaching Rochester the fireman discovered blood on the slats under the engine. Search was made as speedily as possible, and the lifeless and badly mangled body of Frank McQuade was found on the track near the spot where the dark object had been seen.

McQuade was a man of intemperate habits and worked in a woolen mill at East Rochester. On that evening he was returning from Rochester, where he had been indulging in a two days' spree at the Rochester fair, and was seen by two men at about 6 o'clock walking on the track toward East Rochester about a quarter of a mile west of the place where he was killed. He was very drunk, and the men endeavored to persuade him to leave

the track and to continue his journey in the highway which there runs close beside it. He refused to do so and they left him.

The position of the body and its wounds seem to indicate that McQuade, overcome by liquor, either sat down or lay down on the track and there met his death. It is almost needless to add that no blame attaches to the trainmen.

J. G. BELLOWS,  
*For the Board.*

#### DEATH OF GEORGE O. SAUNDERS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 30, 1896.

Investigation at Rochester, December 28, 1896.

Mr. E. M. Grover, claim agent, appeared for the railroad.

Witnesses: William C. Chick, conductor; Albert F. Hatch, brakeman; William F. Brock, brakeman; Elmer T. Cross, brakeman; Charles C. Coolproth, engineer, all of Portland, Maine, and Warren Hackett, fireman, Lawrence, Mass.

When freight train No. 248 from Portland to Boston reached Hampton station about 11 o'clock on the night of October 5, 1896, Mr. Brock, the rear brakeman, informed the conductor that he had felt the car run over something a short distance back. They returned to the place and found beside the track a man named George O. Saunders, who had evidently been stealing a ride, fallen between the cars, and been run over upon the track. His limbs were crushed. He was sent back to Newburyport and placed in a hospital, but died soon after. When found he said his name was Ferguson, and afterwards gave other names, but did not say anything concerning the accident.

No one else was in the least at fault.

H. M. PUTNEY,  
*For the Board.*

#### DEATH OF GEORGE M. GALE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 24, 1897.

Investigation at Woodsville, April 20, 1897.

Samuel B. Page and John H. Brown appeared for the railroad.

Witness: A. H. Wheeler, station agent, Whitefield, N. H.

When freight train No. 17 from Woodsville to Whitefield reached the yard at Wing Road, October 12, 1896, Mr. Hardy, the

brakeman, discovered that the conductor, George M. Gale, was missing and that there was blood upon the car wheels, indicating that Gale had been run over. Mr. Hardy at once informed A. M. Wheeler, the station agent at Whitefield, who was on the train, and he ran back about half a mile, where he found Gale, so badly crushed that he died about four hours afterwards.

The injured man told Mr. Wheeler and others that he started out of the caboose to go forward upon the train and in passing from the caboose to the next car his foot slipped and he fell upon the track, but how it happened he could not say. This is all that can be learned of this accident. No one knew of it until the train reached Wing Road. So far as appears, there was nothing unusual in the makeup or running of the train and no special reason why Gale should have fallen that day. The space between the caboose and the next car was three feet and three inches, making a long step, which he perhaps should not have attempted to take, but it was daylight, he had made up the train, he knew all about it, and there is no reason to suppose that he miscalculated the distance or was trying to do anything that he had not repeatedly done before and judged he could do safely.

H. M. PUTNEY,  
*For the Board.*

#### DEATH OF ALBERT L. FELCH.

##### IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, January 13, 1897.

Investigation at Concord December, 1896.

Witnesses: Benjamin R. Jewell, conductor, Frank A. Gray, brakeman, Oscar D. Bagley, engineer, Frank Vinall, fireman, of Peterborough.

Mr. Streeter and Mr. Brown appeared for the railroad.

Brakeman Albert L. Felch was killed in the Fitchburg yard at Peterborough at about 11.55 A. M., November 26, 1896, while assisting in making up train No. 226, under the direction of its conductor. He was in the employ of the Boston & Maine Railroad and the train was one belonging to that railroad.

The train crew attempted to "kick" a platform car onto one of the side tracks of the yard, but the car did not unhitch from the box car to which it was attached, making it necessary to back the car onto the side track. Mr. Felch was standing on the platform car at the time, and as the train stopped got off the car he was on, and as the train began to back, went in between the box car and the platform car, to uncouple them as they were moving. As he was walking between the cars doing this he caught the toe of his



foot in an unblocked frog and was unable to extricate it. He was thrown down, run over, and received injuries from which he died about three hours later.

The trainmen at the time were all discharging their duties with care and prudence. The cars were backing very slowly and the conductor was alert in giving proper motions. Of course, strictly speaking, Mr. Felch should not have walked between the cars and attempted to uncouple them as they were moving, but should have waited until they stopped before doing so, but the crew were late, and he was in a hurry, and so, although he was a good man, familiar with the yard, in which he had worked for a year, he forgot for a moment the danger from the unblocked frog and so met this painful death.

J. G. BELLOWS,  
*For the Board.*

#### DEATH OF HENRY BELIVUE.

##### IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, January 13, 1897.

Investigation at Concord, January 13, 1897.

Witnesses: A. N. Jackson, farmer, and T. J. Bemis, station agent, of Madbury, and Eugene McCarty, section foreman, of Durham.

Mr. J. H. Brown appeared for the railroad.

About 6 o'clock in the morning of December 18, last, the body of Henry Belivue was found on the track of the Boston & Maine Railroad, about three fourths of a mile from Madbury station. The body had been cut in two by some train or trains. The head and trunk lay on the east side of the track and the legs and lower part between the rails. Nothing is positively known as to how the accident happened, but there seems good reason to suppose that Belivue was stealing a ride on freight No. 602, running south about midnight, and that while standing on the bumpers was thrown off as the train rounded a sharp curve at the place where the accident occurred. The man had evidently been dead for some hours when his body was found.

J. G. BELLOWS,  
*For the Board.*

## DEATH OF EDWARD H. PUTNAM.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 24, 1897.

Investigation at Woodsville, April 20, 1897.

Mr. Samuel B. Page of Woodsville appeared for the railroad. Mr. Henry A. Huse of Montpelier, Vt., appeared for the relatives of Mr. Putnam,—Charles W. A. Putnam of Randolph, Vt., the father, and George K. Putnam of Montpelier, Vt., the brother.

Witnesses: L. W. Tenney, Pierce's Bridge, N. H.; Frank W. Tenney, Pierce's Bridge, N. H.; William I. Richardson, Pierce's Bridge, N. H.; Eugene B. Lane, conductor, Woodsville, N. H.; Eugene Juntley, forward brakeman, Woodsville, N. H.; George N. Spaulding, engineer, Woodsville, N. H.; Alfred L. Reed, fireman, Woodsville, N. H.; George E. Cummings, superintendent, Woodsville, N. H.

The winter log train from Trudo's Landing to Bath upon the White Mountain division of the Boston & Maine Railroad made its first trip in the season of 1896-97, December 18, 1896. It consisted of a locomotive, eight lengths of logs piled upon ten cars, an empty flat car, and a saloon.

When it reached a point about two miles below Bethlehem Junction Edward H. Putnam, the rear brakeman, left the saloon and made his way over the flat car and one length of logs, to set the brake in order to hold the train down the hill which it was approaching.

He took with him an iron wrench two and one half feet long, made forked at one end so as to fit the brake staff and with a ring at the other end which served as a handle. This implement, which has been used for years on the log trains on that road, was designed to give brakemen a much greater purchase than they could get by turning the brake heads with their hands and thus enable them to hold heavy trains upon steep grades.

L. W. Tenney, who resides within 300 feet of the track, stood in his house looking out of the window at the train as it passed and his young son was also watching it from the dooryard near by. They saw Mr. Putnam as he passed from the saloon over the logs with his wrench in his hand and a pipe in his mouth and got down on the forward end of the second car on which there was a brake. Then they say he stood with one foot upon the car, in a space that had been left there when the logs were loaded, and the other upon a reach that projected between that car and the next one, applied the wrench to the brake staff, and while steadying him-

self with one hand upon the end of a log with the other hand pushed the handle of the wrench from him, turning the brake and setting it up until the strain upon it broke its chain and caused him to lose his balance, pitch forward between the cars and upon the rails, where he was run over and crushed to death. From this testimony arises the suggestion that Mr. Putnam should have stood with both feet upon the car platform and pulled the wrench towards him instead of pushing it from him, and that if he had done this, he would have fallen backwards between the logs when the chain broke and escaped without injury instead of pitching forward and falling upon the track, and therefore that his death is attributable to his own carelessness. We cannot be positive as to this. Mr. Putnam was a capable and faithful man, who had had much experience in braking log trains in that vicinity. He had frequently used a wrench of that kind. It does not appear that he had ever been careless before, and in the absence of direct testimony to the contrary it is to be presumed that he did in the discharge of his duty at that time what any prudent and experienced man would have done. Mr. Tenney is positive that he was pushing instead of pulling the wrench and that he stood with one foot upon the reach, and the superintendent of the road, who is familiar with the logging business as it is carried on there, is equally positive that the accident could not have happened if this had not been the fact, but it may be reasonably doubted whether a man who was watching a moving train 300 feet away, upon which a brakeman was at work with his back towards him, might not have been mistaken as to the exact position of the brakeman's feet and the direction in which he was turning the brake.

Beyond this is the fact that there are no rules or instructions regulating the use of such a wrench or directing a brakeman where to stand or how to hold a log train. The work is so difficult, and so different at different times, that the brakeman is necessarily left mainly to exercise his own judgment, as it is admitted Putnam was on that day. Even if he was pushing the wrench when he should have pulled it he was presumably doing what he thought was prudent and right.

His death was caused by the failure of the brake chain to withstand the strain which he was required to put upon it in order to hold the train. In other words, if this chain had been as strong as it should have been, and had been properly fastened to the staff, he would not have been killed.

H. M. PUTNEY,  
*For the Board.*

## DEATH OF FRANK CHASE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 1, 1897.

Investigation at Gorham, May 27, 1897.

Witnesses: W. D. Williamson, M. D., and S. B. Fancy of Gorham, and H. Davis, conductor, of Island Pond, Vt.

Messrs. Chamberlain and Haight appeared for the Grand Trunk Railway.

Frank Chase of Calais, Maine, on the night of December 24, 1896, took the mixed train running east over the Grand Trunk Railway at Berlin for Gorham. The train reaches Gorham at about midnight. Chase was grossly intoxicated and unable to get off the train at Gorham without the assistance of the conductor, who helped him off, took him to the waiting room of the station, and advised him to remain there until morning, as the Alpine House, to which he said he wanted to go, would not receive him in his drunken condition. Chase replied that he was all right and could take care of himself and was going to the Alpine House, which is but a short distance from the station, and he was last seen about five minutes later, and but a minute or too before the accident, going in the direction of the hotel. The mixed train, after discharging its passengers, ran down a little east of the station and then backed up by it to take or leave some freight cars on the siding west of the station. Shortly after the train had backed by the station Chase was discovered lying at the west end of the platform, with his body on it and his legs on the track.

He had been run over by the backing train and died at 11.20 A. M. the following day, "from the result," as his attending physician testified, "of drinking plus the injury."

J. G. BELLOWS,

*For the Board.*

## DEATH OF WILLIAM MCGEE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 1, 1897.

Investigation at Groveton, May 27, 1897.

Witnesses: Oscar F. Horn of Milan, William H. Moffett, Joshua Dawson, Ransom Brown, and Irving Moffett of Groveton.

Messrs. Chamberlain and Haight appeared for the Grand Trunk Railway.

On the morning of December 25, last, at about 10.30 o'clock, William McGee, a laborer living in Gardiner, Maine, came to the Groveton station to take the mixed train over the Grand Trunk Railway for Milan. He was accompanied by two companions, Page and Horn. They had been celebrating Christmas and McGee was drunk. As they were standing on the platform together a special freight train going east over the Grand Trunk Railway came slowly by the station. Two passenger cars and a van were attached to the rear of the train. As the train approached, Page asked an employee of the railway if he got on that train if he could get off at Stark. He was told that the train did not carry passengers or stop at Stark. Notwithstanding this information, Page and Horn both sprang onto the train as it passed and McGee attempted to do the same, but did not succeed, and fell between the platform and the rails, where he was rolled over and hit on the head by the passing train. He died from the effect of his injuries at the Berlin hospital a few hours after. The train was moving slowly at the time of the accident and the platform was free from snow or ice. The drunkenness of the deceased and his carelessness in attempting to board a moving train on which he had no right to travel caused the accident.

J. G. BELLOWS,

*For the Board.*

#### DEATH OF D. HANSON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 25, 1897.

Investigation at Concord, June 21, 1897.

Gen. John H. Brown appeared for the railroad.

Witnesses: D. D. Hardy, engineer, Nashua, N. H.; E. M. Aldrich, fireman, Nashua, N. H.; Charles E. Thorne, section foreman, W. G. Ackerman, sectionman, and Paul Norman, teamster, all of Hudson, N. H.

D. Hanson, an elderly gentleman who resided near Wood's crossing in Hudson, while attempting to cross the Boston & Maine Railroad at that point January 26, 1897, was struck by the locomotive of train No. 20 from Worcester to Portland, and was thrown from the track, receiving fatal injuries. The accident was witnessed by W. G. Ackerman, a sectionman who was at work within 50 or 60 rods, and by Paul Norman, a teamster who

had stopped his team in the highway near by and was waiting for the train to pass. The testimony of these gentlemen and of Mr. Thorne, another sectionman, establishes these facts: The train was running about thirty miles an hour. The whistle had been blown for the crossing and the fireman was ringing the bell. Mr. Hanson was walking towards the track and when within a few feet of it saw the approaching train and started to run as if he intended to cross ahead of it, which he just failed to do. He had been several times warned by Mr. Thorne, who observed that he was careless in using the crossing, but on that day no one spoke to him. Neither of the trainmen saw him until he was struck, and if they had they would not have saved him, as they would not have supposed that a man in the possession of his faculties would step in front of a locomotive in broad daylight when he could have had no other motive than to save a moment of time.

H. M. PUTNEY,  
*For the Board.*

#### DEATH OF JEREMIAH O'CONNELL.

##### STATE OF NEW HAMPSHIRE.

##### IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 24, 1897.

Investigation at Concord, June 21, 1897.

John M. Mitchell and John H. Brown appeared for the railroad. J. J. Doyle of Nashua appeared for the heirs of Mr. O'Connell.

Witnesses: James H. Downs, yard foreman, Harry L. Pemberton, section foreman, Elson R. Davis, station baggagemaster, Frank Bartlett, switchman, Rollinsford, N. H.; Fred H. Emerson, brakeman, John W. Fowler, baggagemaster, Hayson Gilman, conductor, Dover, N. H.; Charles W. Bacon, fireman, Frank S. Rogers, engineer, Portland, Maine; O. S. Brown, William Dagon, Clarence L. Davis, Peter Boucher, Thomas Hughes, H. B. Davis, Rollinsford, N. H.

At 7 o'clock in the evening of February 1, 1897, the locomotive of the local passenger train from Portland to Dover ran over and killed Jeremiah O'Connell between the two highway crossings known as the Somersworth and Dover crossings upon the Western division of the Boston & Maine Railroad.

Mr. O'Connell was a man who had formerly worked in the factories at Salmon Falls and Somersworth, but his residence at the time of the accident was at Nashua and, so far as could be ascertained, he was traveling about without any fixed purpose.

About 2 o'clock that afternoon he called at the factory of the Salmon Falls Manufacturing Company. Then he visited a barber's shop kept by an old acquaintance, who shaved him and gave him twelve cents to pay his fare to Dover, from which place he said he had a ticket to Boston. Afterwards he was put out of a saloon where he had some controversy with the friends of an intoxicated man whom he thought he was acquainted with.

At 6.30 Clarence L. Davis met him in the highway about 600 feet from the place where he was killed and had some conversation with him, telling him the way to Dover. There is no direct testimony that he had been drinking but the opinion of all who are known to have seen him that afternoon, except the barber, is that he was somewhat intoxicated, so much so that he could not speak clearly or walk steadily and mistook strangers for friends and acquaintances. The evening was dark, the train was on time and was running about fifteen miles an hour, the whistle had been blown for the crossing, and the bell was ringing. The engineer sat upon his seat looking out upon the track as far as the head-light enabled him to see, but none of the trainmen saw O'Connell until at a point about 200 feet below the crossing, where he reached the track, he was thrown up over the pilot into view of the engineer. The train was stopped when it had run about 200 feet further and the mangled body, which had been dragged over the track, was taken out just as life was departing from it.

The engineer and fireman are of the opinion that O'Connell had walked down the track from the crossing to the place where he was thrown up in sight of the engineer, and there is no evidence that this was not the case, there being no sign that he was dragged through the snow or upon the track above that point. All of his clothing, the blood that ran from his wounds, and his limbs, which were torn off, were all below. If this supposition as to the place where he was struck be correct, he must have left the highway at the Somersworth crossing, intending to walk into Dover upon the track or to go to the Dover crossing below, and then laid down beside the rails, where he could not be distinguished in the darkness from a bare spot of ground, or stood upon the fireman's side out of the range of the engineer's vision. But wherever he was, the fault was clearly his. The crossing is an open one, from which a train can be seen a long distance, and no prudent and sober man would have stopped upon it or walked down the track from it in front of a locomotive. Mr. O'Connell could walk, but he was so dazed by liquor thaht he could not take care of himself and to this his death was due.

H. M. PUTNEY,  
*For the Board.*

## DEATH OF AUGUST STROMBERG.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 18, 1897.

Investigation at Manchester, June 14, 1897.

Hon. Oliver E. Branch and John H. Brown appeared for the railroad. Mr. Albert O. Brown, of Burnham, Brown & Warren, appeared for the heirs of Mr. Stromberg.

Witnesses: Patrick J. Donovan, engineer, Carmi Phelps, conductor, Levi L. Heath, baggagemaster, J. J. Donovan, brakeman, all of Concord; Arthur E. Colby, fireman, Bow, N. H.; Elbra E. Bean, electric light trimmer, and Adelbert Knight, engineer, both of Manchester, N. H.

August Stromberg, a factory operative, while crossing the Boston & Maine Railroad, near the counting room and gate of the Amoskeag Corporation in Manchester, on his way to his work about 6 o'clock on the morning of February 3, 1897, was struck and instantly killed by the locomotive of a south-bound passenger train. Nobody upon the train was aware that any accident had occurred until it reached Boston, when the engineer discovered some spots of blood upon the pilot, but Adelbert Knight and Elbra Bean, who were also on their way to work upon the Amoskeag, were in the immediate vicinity, saw Mr. Stromberg as he went upon the crossing and when the engine struck him, and they gave an intelligent, clear, and reliable account, in which they both substantially agreed. According to their testimony, Mr. Stromberg was walking down Canal street, which runs parallel with and close by the railroad, when the train whistled and the headlights came in sight. When a few feet north of the Amoskeag crossing he started to run, and continued to do so until he reached the entrance to the street or passageway leading into the Amoskeag, when he turned, rushed by the large stone post that stands there and upon the track, where he was hit by the fast running locomotive. As he neared the crossing Mr. Bean shouted to him to stop, but he did not appear to notice it, and went rapidly ahead to his death. The morning was dark, but the vicinity of the accident was illuminated by electric lights. The train, which was late, was running very rapidly. The crossing signals were given as usual, the engineer explains his failure to see the man upon the track by saying that he was on the opposite side of the track, and also hidden for a moment behind the stone post, which is probably correct. We cannot see that any trainman can be held in any way responsible for this accident. It must be held



to be due to the very dangerous character of the crossing, over which thousands of operatives pass several times a day where fast trains are upon the railroad there.

Mr. Stromberg was careless, as is any man or woman who attempts to run across a track in front of a locomotive, but such carelessness is always to be expected where people are hurrying to and from their work, and it should be guarded against as far as possible.

If only the prudent and cautious approached railroads there would be very few accidents. It is the thoughtless and reckless that need protection.

H. M. PUTNEY,  
*For the Board.*

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#### DEATH OF JOHN ST. JOHN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 16, 1897.

Investigation at Manchester April 12, 1897.

Mr. John H. Brown appeared for the railroad. Mrs. St. John, the widow, and her son were present.

Witnesses: Francis N. Abbott, brakeman, Fred Clough and Forest Perry, passengers, of Concord, N. H., and Philip Pincince, passenger, Suncook, N. H.

February 13, 1897, John St. John and Philip Pincince took the afternoon train at Suncook, where they resided, to go to Manchester to buy a horse which Mr. St. John needed in his business. At Hooksett they changed cars and took seats in the rear end of the smoking car. When the train stopped at Manchester station Pincince said "This must be Manchester," but St. John replied, "No, they haven't passed Amoskeag," and then went ahead to talk with the conductor. Meantime the train had started again and was moving out of Manchester station. St. John found the brakeman who, in reply to his question, told him they had passed Manchester station and that he would have to go through to Nashua and then return. Without saying anything more St. John walked to the door, stepped out upon the platform, and jumped from it, striking the frame of a switch which stands opposite the engine house in the Manchester yard, receiving injuries of which he died soon after. All the evidence is to the effect that the train was running as usual, that the brakeman called the Manchester station in the smoking car before the stop there, and that there was no good reason why St. John and his companion

should not have left the train in safety as they intended. After he learned that he had been carried by St. John gave no indication that he proposed to jump off, and his fatal act was so sudden that no one could have prevented it after he reached the door.

H. M. PUTNEY,

*For the Board.*

#### DEATH OF GEORGE W. MINARD.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, August 20, 1897.

Investigation at Manchester, August 16, 1897.

Mr. John H. Brown appeared for the railroad.

Witnesses: F. R. Roers, operator, Franklin, N. H., and Joseph Beaushene, baggagemaster, Tilton, N. H.

George W. Minard, a young man who resided with his parents in the vicinity of the station at Franklin Junction, upon the Concord division of the Boston & Maine Railroad, attempted to jump from the station platform upon way freight No. 203, which was passing at a speed of ten or fifteen miles an hour, fell upon the track, and was run over and instantly killed on the forenoon of March 9, 1897.

Mr. Minard had no regular occupation and spent much of his time about the station. He was in the habit of jumping upon moving trains and had been repeatedly warned not to do it. So far as is known, he had no object in getting upon the freight that morning other than to steal a ride for a short distance, perhaps to the next station. No one else could have prevented the accident.

H. M. PUTNEY,

*For the Board.*

#### DEATH OF JOHN T. ROBERTS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 24, 1897.

Investigation at Woodsville, April 20, 1897.

Samuel B. Page and John H. Brown appeared for the railroad.

Witnesses: A. E. McIntire, conductor, William Roberts, brakeman, A. H. Wheeler, station agent, all of Woodsville; G. W. O'Malley, engineer, and Alexander Duff, fireman, of Woodsville, N. H.

John T. Roberts, a rear brakeman upon a log train which consisted of a locomotive, thirteen lengths of logs, and a caboose, was fatally injured about 40 rods south of Libbey's Mills, in Whitefield, upon the Boston & Maine Railroad, at 4 o'clock P. M., March 20, 1897. The train was running slowly, four or five miles an hour, having slowed up as usual at that point to allow the brakeman to turn up the brakes, which they were accustomed to do by jumping from the cars, running along beside them and applying a forked wrench to the brake staffs. When last seen before the accident, Mr. Roberts stood in the door of the caboose. A moment afterwards the conductor, A. E. McIntire, who was in the caboose, felt a jolt which told him the car had run over something, and rushing to the door he saw Roberts dragging himself off the rail behind the car which had run over and crushed his legs. The conductor at once stopped the train and, procuring assistance, took the injured man to Whitefield, where he died twenty-four hours afterwards. Mr. Roberts was conscious most of the time after he was run over until he died and explained the accident to those who attended him as follows: He was stepping from the caboose platform to the reach that projected from the last length of logs, and that as he put one foot forward towards the reach the other, which stood upon the platform, slipped and he fell upon his breast upon the track. By a desperate effort he got his body outside the rails before the slowly moving wheels reached him but could not drag his legs out of the way and they were run over. He had on rubber boots, and the platform on which he stood was saturated with oil that had leaked from a can he had set there, making it very slippery, to which he ascribed his fall. Accepting this as correct, which we do, no blame can attach to any one else for Mr. Roberts's death. He was an experienced, competent, and faithful brakeman, but in this case he did not exercise the care that is necessary in handling log trains, which is the most hazardous business in railroad-ing. He allowed the platform to become smeared with oil, which he should not have done. He should not have attempted to pass from the car upon the logs, his proper course being to step upon the ground and go forward beside the train to the brake he was required to set up. Knowing that the platform was slippery, he was bound to be very careful in stepping upon it with rubber boots with smooth soles.

He lost his life in consequence of his imprudence in the discharge of his duties. At the same time it is fair to say that a brakeman upon a log train is almost compelled to be reckless of consequences to himself in order to do his work. His occupation

is always full of danger and, while this should make him very careful, the requirements are such that he cannot be severely criticised if in his zeal to be prompt and efficient he forgets himself and acts without exercising the prudence that would save him.

H. M. PUTNEY,  
*For the Board.*

#### DEATH OF CHRISTOPHER HUNT.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 18, 1897.

Investigation at Manchester, June 14, 1897.

Witnesses: Arthur E. Colby, fireman, Concord, N. H., and J. T. Jones, station agent, Merrimack, N. H.

Gen. John H. Brown appeared for the railroad.

The body of Christopher Hunt, mangled and torn in pieces, was discovered upon the track of the Boston & Maine Railroad about a third of a mile north of the Merrimack station early in the morning of March 24, 1897, by Arthur E. Colby, engineer of a passenger train that left Concord at 5.20 A. M. An examination of the remains, which were cold and covered with sleet and had been dragged a considerable distance, showed that the man must have been run over several hours before, probably by a freight train that passed about 2 o'clock in the morning, but no one knew anything about the accident until Mr. Colby reached the locality. Subsequently a nephew of Mr. Hunt's went from Montreal, identified the body, and saw that it was properly buried. From what was learned from him and from others who saw Hunt at Nashua the day before it would seem that he had been to Lowell to obtain employment and, having failed to do so, made his way back to Nashua and then got upon the north-bound freight, intending to steal a ride to Manchester or Concord, and fell off between the cars near the point where he was found. It is barely possible that he was walking upon the track, but, as he had expressed a purpose to steal a ride, and as it was so dark that he could scarcely have found his way on foot, we conclude that he was upon the train and was jolted off, or fell while trying to pass from one car to another.

H. M. PUTNEY,  
*For the Board.*

## DEATH OF J. O'BRIEN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 18, 1897.

Investigation at Manchester, June 14, 1897.

Gen. John H. Brown appeared for the railroad.

Witnesses: S. E. Jones, yard master, Portsmouth, N. H.; Alphonse Rollins, engineer, and George H. Kennedy, fireman, Portland, Maine; Charles Armitage, conductor, and Irving W. Hall, baggagemaster, Somerville, Mass.; Otis M. Wilcox, brakeman, Malden, Mass., and Fred W. Gambol, brakeman, Salem, Mass.

An unknown man, upon whose hatband was printed the name J. O'Brien, while walking on the track of the Boston & Maine Railroad at 8.40 o'clock in the evening of April 19, 1897, opposite the shoe factory in Portsmouth, was struck by the pilot of the locomotive of the passenger train that left Boston at 7 o'clock and thrown from the track, with such violence that he was instantly killed. The engineer, Alphonse Rollins, saw this man a moment before he was struck and at once did all in his power to stop the train but failed to do so until it was too late.

There was nothing upon the body by which the victim could be identified except the hatband mentioned above and nothing has since been learned of his family, friends, home, or destination. He was probably a tramp making his way from one place to another upon the railroad. At the time he was hit a freight train was passing in the opposite direction on the other track and it may have so taken his attention that he did not hear the whistle or bell or other noises of the train which ran him down. The evening was dark and the engineer could not see ahead of the space reached by the headlight, but he was vigilant and prompt and did all that was possible to prevent the accident.

H. M. PUTNEY,

*For the Board.*

## DEATH OF JOSEPH GUILBERT.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 5, 1897.

Investigation at Woodsville, N. H., November 2, 1897.

Samuel B. Page and John M. Mitchell appeared for the railroad.

Witnesses: William H. Moore, engineer, Charles M. Currier,

fireman, Arthur L. Clifford, brakeman, of Woodsville, N. H., and W. H. Morrison, Groveton, N. H.

The track of the Boston & Maine Railroad is laid to the station at Groveton upon a high embankment or fill. About 200 feet south of the station a side track starts from the main line and runs diagonally to the northeast to Odell's mill upon another embankment, leaving between the two tracks a deep depression.

It has been the habit of many of the employees at the mill in going from their work to pass up the side track a short distance, then down the west side of the fill, across the low place, up the east side of the other fill upon the main track, and then to their homes in the village.

On the 18th of May, 1897, Joseph Guilbert, who had worked at the mill during the forenoon, attempted to reach the village by the route described, and had passed up the side track, down from it across the hollow, and up to the main track, upon which he was walking towards the station, when he was struck by the locomotive of passenger train No. 301, from Woodsville to Groveton, and instantly killed. Mr. Moore, the engineer of this train, testifies that he sat upon his seat looking out of the window straight ahead, but saw nothing of Guilbert, and the fireman, Mr. Currier, who was ringing the bell, saw nothing except a cloud of dust as the train passed the switch for the Odell siding. Neither knew that there was a man upon the track, or that one had been injured, until they reached the station.

W. H. Morrison, the only eye witness of the accident, says that Guilbert was walking beside the rails towards the station, having probably passed suddenly up the bank about twenty feet in front of the engine, when he was hit, and that as the road at this point is upon a curve the engineer, who was looking out of the cab window, could not have seen him. The train was running not more than ten miles an hour, being near the station, the whistle had just been blown, and the bell was ringing.

The trainmen were not at fault and the accident was due entirely to the use of the railroad as a highway, for which there is never any good reason and which is especially inexcusable as practiced by the employees of Odell's mill, because it does not materially lessen the distance they have to walk or in any other way compensate them for the risk they take.

H. M. PUTNEY,  
*For the Board.*

## DEATH OF THOMAS McKEAGH.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 5, 1897.

Investigation at Woodsville, November 2, 1897.

Samuel B. Page and John H. Mitchell appeared for the railroad.

Witnesses: Murray W. Lindsay, engineer; W. O. Page, fireman; Timothy Gagnon, conductor; John A. Longstaff, brakeman; Herbert Catherwood, brakeman; Daniel Maher, brakeman; C. L. Dolloff, roadmaster; W. R. Taylor, section foreman.

Thomas McKeagh of Lancaster was run over and fatally injured by a gravel train at the gravel pit near Gale river in Bethlehem, May 29, 1897, at about 9 o'clock A. M., and died five hours afterwards. The train consisted of a locomotive, three flat cars upon which gravel was hauled, and a saloon car in which the shovellers rode to and from the pit. Mr. McGeagh was one of a number of men who went up from Bethlehem Junction to load the cars. He had done similar work for five seasons, and had been steadily employed at the Gale river pit for two weeks previous. As was the custom, the flat cars and saloon were backed up to the pit from the Junction and when they reached it the saloon was uncoupled in order to leave it upon the main track and draw the flat cars down to a switch, where they could be switched upon a siding and run into the pit so that the men could fill them. Just as the saloon had been uncoupled from the flat car next to it McKeagh, who had been riding in it, passed out of the end door, and attempted to step across upon the flat car. As the cars parted he fell between them and was run over by one set of trucks. The engineer having been signaled put on the brake and this caused a slack and a reverse motion of the wheels which ran over him again. The cars were scarcely moving at the time, but their momentum was sufficient to carry them over his limbs that lay across the rails.

His object in leaving the saloon car, where he would have been safe, probably was to ride into the pit on the flat car instead of walking in from the saloon, perhaps to get there before his companions and select a place where it would be easy shovelling. He informed no one of his intentions and gave no information after he was injured. Having worked upon it a long time, he knew all about the movements of the train, and doubtless knew that the pin had been pulled and the cars would soon part, but expected to get over before they did so.

H. M. PUTNEY,  
*For the Board.*

## DEATH OF WILLIAM F. SARGENT.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, August 19, 1897.

Investigation at Manchester, August 16, 1897.

Witnesses: J. H. Livingston, brakeman, Woburn, Mass.; C. H. Baker, brakeman, Charlestown, Mass.; Archie Hill, switchman, Charles E. Littlefield, switchman, and Albert Manague, signal tender, all of Manchester, N. H.

Gen. John H. Brown appeared for the railroad. Mrs. Russell, the mother of Mr. Sargent, was present.

On the morning of June 1, 1897, William F. Sargent, a man about 34 years of age, left his mother's home in Concord, telling her he was going to Manchester to seek employment and, if unsuccessful there, to Boston.

About 9 o'clock that evening he appeared in the Manchester yard in company with another man, accosted Mr. Hill, a switchman employed there, and asked him if there was a train going to Boston, saying he could get work there but had no money to go with. Mr. Hill said there was a train about 10 o'clock, and then told him not to hang around there, and he went away. Freight train No. 278, from Concord to Boston, reached Manchester on time at 9.40 that evening and as it had crossed Granite street and was slowly moving into the yard, where it was to stop, Mr. Livingston, one of the brakemen, heard a groan. He got down from the top of the car where he was riding and found on the right hand side of the track Mr. Sargent, who had been run over by the train and so badly mangled that he died a few hours later in the hospital, to which he was at once taken, without recovering consciousness.

So far as we can ascertain, there were no witnesses of this accident and we can only conjecture how it happened. What is known of the victim and his movements that day points to the conclusion that he waited in or about the station until the freight train arrived, and then attempted to climb upon it and steal a ride to Boston, and in so doing fell between the cars.

H. M. PUTNEY,

*For the Board.*



## DEATH OF WILLIAM MANNING.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, August 20, 1897.

Investigation at Manchester, August 16, 1897.

Gen. John H. Brown and Hon. O. E. Branch appeared for the railroad. Mr. Albert O. Brown, of Burnham, Brown & Warren, appeared for the parents of the deceased. Mr. Manning, the father, was present.

Witnesses: George W. Blake, conductor, Concord, N. H.; George W. Dinsmore, conductor, Frank H. Crowson, conductor, William H. Deloriae, brakeman, all of Boston, Mass.; and Patrick McLaughlin, hospital attendant, Nashua, N. H.

William Manning, a boy 16 years of age, disappeared from his home on Lake avenue, Manchester, on the afternoon of June 3, 1897. The next morning a fireman upon freight train No. 258, which was running from Concord to Boston, discovered the boy lying beside the track about a mile below Goffe's Falls, and when the train was brought to a stop it was found that he had been run over and very seriously injured. He was put into the buggy of the freight train and taken to the Nashua hospital, where he died about 9.30 that morning after his limbs, which had been crushed by car wheels, had been amputated.

While he was being carried to Nashua, and after he arrived at the hospital, he told those who attended him that he fell from the bumpers between two cars of a special train which was carrying a circus from Lowell to Manchester the night before, and although there is no testimony from any one who saw him after he left Manchester until he was found beside the track, and there is no other evidence that he was even upon the circus train, we have no doubt that his statement was correct. In all probability his boyish fascination for the circus led him to plan to join it as an employee, or to travel with it for a while, and in pursuance of this purpose he went to Lowell, climbed upon the bumpers unobserved while the train was being made up in the night after the performance in that city, and was riding to Manchester when he was jolted off and fell upon the rails.

H. M. PUTNEY,

*For the Board.*

## DEATH OF C. E. RANKIN, ELMER CHANDLER, AND ASA YOUNG.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September 10, 1897.

Investigation at Exeter, September 8, 1897.

Mr. Rich appeared for the Boston &amp; Maine Railroad.

Witnesses: Eugene Thurston, conductor, Dover, N. H.; Edward Clark, brakeman, Daniel King, fireman, C. S. Flower, engineer, Portland, Maine; H. C. Bedell, fireman, Berwick, Maine; G. W. Fall, engineman, East Somerville, Mass.; W. C. Davis, fireman, Charlestown, Mass.; Edward A. Smith, ex-roadmaster, Somerville, Mass.; Louville Curtis, roadmaster, Tyngsborough, Mass.; Ephraim Morrill, general foreman, Lawrence, Mass.; Fred L. Downs, section foreman, Exeter, N. H.; George Fernald, Jewett P. Swasey, Mrs. Sarah Dolloff, Miss Cora Dolloff, George L. Swayne, Warren E. Peltier, George A. Elliott, Frank Damsell, Exeter, N. H.; Dr. Charles A. Tufts, Dover, N. H.

On the 9th and 10th of June, 1897, more than seven and a half inches of rain fell in Strafford and Rockingham counties, most of it between the hours of 6 P. M., June 9 and 2 A. M., June 10. The earth was saturated and the streams were swollen into torrents, which swept away fences, bridges, and embankments.

A short distance above the station in Exeter the Boston & Maine Railroad passes over a long and high embankment known as Fernald's fill, through which at the bottom runs a small stream in a stone culvert. This culvert was built nearly fifty years ago. It was about six feet high and five feet wide. It was constructed of field stones without any cement or mortar, the sides being laid up like a stone wall and covered with flat stone of different sizes, making what is known as dry masonry. The fill above it was made of sand. Four years ago when the roadbed was widened to carry a second track, the culvert was extended and the addition was covered with twelve long stones two feet thick. This new work was thoroughly cemented and the fill above it was made of gravel and loam, which soon grassed over, making a firm bank. Through this culvert had always passed all the water in the stream without filling it and there is abundant evidence that it was intact just before the storm. The regular way freight train from Portland to Boston left Portland as usual at 5.19 P. M., June 9, and reached Dover about 11 o'clock. It was composed of twenty freight cars, a locomotive, and a caboose. The crew consisted of Charles Rankin, engineer; Daniel King, fireman; Elmer

Chandler, Asa Young, and Edward Clark, brakeman, and Eugene Thurston, conductor. After leaving Dover it proceeded to Rockingham Junction, where it made a stop and then moved towards Exeter. Messrs. Rankin, Young, Chandler, and King were in the cab of the locomotive. It was very dark and the rain fell in torrents. When the locomotive, which was running about 15 miles an hour, reached a point above the culvert in Fernald's fill it sunk instantly into the earth and then rolled into the rushing waters below, dragging after it several cars. Of the four men in the cab, three, engineer Rankin and brakemen Chandler and Young, were instantly killed. Fireman King, though seriously hurt, escaped fatal injuries.

That this accident was caused by the freshet is certain. How it was caused is and must always be largely a matter of conjecture. There is abundant evidence that the culvert was in the same condition it had been for years a few hours before the train reached it. No part of it was washed away that night. When the waters had subsided it was discovered that one of the covering stones had been broken and fallen in, but this was probably due to the fall of the locomotive from above. The second track and the fill under it remained as usual after the wreck, and there is nothing to show that the surface of the roadbed and track on which the train was running were disturbed until they were broken down by the weight of the engine. Most of the witnesses who were familiar with the culvert and fill before the accident, and who examined the wreck and surroundings afterwards, are of the opinion that the fine sand which constituted the fill under the track that went down ran out through the cracks in the sides and top of the culvert, leaving a large hidden cavity into which the engine and cars plunged, this movement of the sand being due either to the rain that fell upon the top of the fill and percolated through it or to the water that rose in the stream above the top of the culvert and worked over the covering stones, but it is possible that a covering stone may have been moved out of its place by the force of the torrent, or even that a part of the fill was so saturated and converted into mud that it lost its sustaining power and the engine sank into it before it was moved.

If we accept the theory that is best supported, it follows that if the culvert had been a modern one constructed of split stones, cemented together, the accident would not have occurred, because the sand would not have escaped. Beyond this it is impossible to fix responsibility upon any human being. The culvert was as good as any that were originally put into railroads; for more than half a century it had answered every purpose; it was not out of repair; there was no reason to suppose that it would not

meet all requirements as it always had done, and as it would have done but for the storm, which was more severe than any other in that section of which there is a record.

The trainmen were faithfully discharging their duty. The track upon which they were running was to all appearance in perfect condition, and it was beyond the power of man to discover that anything had happened to render it unsafe upon Fernald's fill.

H. M. PUTNEY,  
*For the Board.*

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DEATH OF PATRICK LENNON, BERT PEBBLES, AND  
OSMAN E. LANG.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December, 1897.

Investigation at Woodsville, November 2, 1897.

Witnesses: J. H. Ward, contractor, Barre, Vt.; John G. Chamberlin, Jonas Minot, Henry H. Poor, Moses Lang, David Reed, Harry Jones, Timothy H. Buck, Henry Buck, Horace Reed, farmers, Eugene E. Clark, brakeman, Bath, N. H.; Herbert C. Gale, conductor, Fred P. McPhee, brakeman, George E. Cummings, superintendent, Woodsville, N. H.; John W. Storrs, civil engineer, Concord, N. H.

A rainstorm, remarkable for its sudden gathering and the large amount of water it sent down in three or four hours, occurred in Bath in the early morning of July 6, 1897. It seemed to the dwellers along Child's brook that a cloud-burst on the side of Gardner mountain was the only explanation of the marvellous flood which that stream was pouring over its banks, sweeping away highway bridges, dams, and the railway bridge near its mouth in its wild rush to the Ammonoosuc. About 2.20 o'clock in the morning an extra freight train from Groveton to Woodsville, composed of ten heavy-laden cars, crossed the bridge, and to the trainmen who were watching its progress no unusual conditions were discernible besides the falling rain, the continuous flashes of the lightning, and the roar of thunder. At 3 o'clock on this morning, freight No. 1, composed of thirteen cars, left Woodsville for Berlin with Patrick Lennon, engineer, Bert Pebbles, fireman, Osman E. Lang, head brakeman, Eugene E. Clark, rear brakeman, Herbert C. Gale, conductor, and with John Robie and John M. Silver, passengers. When the train reached the bridge at about 3.30 o'clock, conductor Gale, rear brakeman Clark and

the passengers, all of whom were in the saloon car at the end of the train, were startled by a succession of shocks and had barely time to set the brakes of their car when the train was at a standstill. Going forward as rapidly as they could they soon realized that their train was submerged in the flood, while their ears caught the sound of a cry for help from some point still further beyond them. Following the sound, for the struggling daylight was not yet sufficient to direct them, they were soon aware that engineer Lennon was battling with the torrent that was hurling him to the river. The darkness which surrounded Mr. Lennon's position was occasionally broken by flashes of lightning, which aided his rescuers while the roar of the water and the thunder hindered them. With a cheery word to Lennon to hold on and he would rescue him, conductor Gale plunged into the water, swam to him about eight rods away and with the aid of a floating timber, with his arm around him, swam towards the shore and with Mr. Robie's aid in freeing them from the debris which had accumulated about them, landed Mr. Lennon, with his leg broken in several places, his side terribly lacerated, and conscious that he had but little time to live. It was due to Mr Gale's heroism that that short time was prolonged to three hours. He expired about 6.30 A. M. while being taken to the hospital. Fireman Pebbles and brakeman Lang were instantly killed and their bodies found under the wreck.

The bridge so suddenly swept away was eighteen and one half feet span and nineteen feet above the brook. The abutments were constructed of heavy split stone quarried at Plymouth, which were laid up in good, workmanlike form without mortar or cement twenty-seven years ago, and deemed at the time of their construction a first-class job. To further strengthen them heavy timbers had been placed between them for bracing the walls. April 29, 1897, this bridge, with others, had been inspected by a party of officers of the railroad, comprising superintendent Cummings, assistant chief-engineer Merrill, superintendent of bridges Patterson and Mr. J. H. Ward, a bridge contractor, and its condition pronounced good and not needing repairs. It was, in fact, on the day of the accident in the same repair it had been during the many years of traffic over it and under any condition which ordinary foresight could have predicted, would still be standing. It may well be doubted if any structure in its place which modern engineering would have specified as requisite for absolute safety upon full information of the geography, traditions, and the usual and unusual conditions of Child's brook would have withstood the avalanche of water which washed away the bridge, carrying with it abutment stones which weighed

nearly two tons each for two hundred feet and others of greater weight not less than one hundred and sixty feet from their places in the walls, and widening the channel of the brook from twenty feet to a hundred and forty feet. It is the conclusion of the board that the accident was the result of causes which could not have been foreseen and provided against and without negligence on the part of anybody.

E. B. S. SANBORN,  
*For the Board.*

#### DEATH OF DANIEL SILLON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September 10, 1897.

Investigation at Exeter, September 8, 1897:

Mr. Rich appeared for the railroad.

Witnesses: Turell F. Jordan, conductor, and George E. Johnson, fireman, Portland, Maine; Walter Tatterson, engineer, North Berwick, Maine; and Stephen E. Jones, yard master, Portsmouth, N. H.

As freight train from Boston to Portland reached a point three fourths of a mile west of the station in Portsmouth at 11.45 o'clock July 12, 1897, T. F. Jordan, the conductor, discovered beside the track the dead body of Daniel Sillon of North Berwick, Maine. Mr. Jordan at once notified the engineer, who brought his train to a stop and sent the fireman back to the body, which was taken to the station and properly cared for. Our investigation does not disclose how Mr. Sillon came to his death, or why he was in that vicinity. He had been dead some time when he was found and had been run over by one or more cars which had cut off both legs, torn his clothes from his back, and probably injured him internally.

The evidence seems to show that he was not struck by a locomotive and the probability is that he tried to jump upon a train that had passed a short time before, or was stealing a ride upon it and was jolted off, but there is no testimony upon which to base either of these suppositions.

H. M. PUTNEY,  
*For the Board.*

## DEATH OF C. S. CHASE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September 10, 1897.

Investigation at Exeter, September 8, 1897.

Mr. Rich appeared for the railroad.

Witnesses: Franklin W. Sawyer, conductor, Benjamin M. Staples, brakeman, Somerville, Mass.; Freedom R. Blake, brakeman, Reading, Mass.; John B. Morrill and Louis A. Kimball, East Kingston, N. H.

C. S. Chase, a clerk in a Boston hotel, lost his life at East Kingston at 5 o'clock Sunday morning, July 18, 1897, by jumping from the paper train which was running at that time about fifteen miles an hour. This train does not stop at East Kingston but slows up in order that the Sunday papers which it is run to carry may be thrown out of the baggage car, where they can be found by those to whom they are addressed. Mr. Chase proposed to visit his father in Kingston, and had telegraphed a livery stable keeper at East Kingston to have a team ready to take him to his father's house upon the arrival of the paper train. He was familiar with the running of this train, and knew it would not stop there, but he evidently planned to jump from it when it slowed up, as he had done once or twice before, in order to save the trouble and expense of going to Exeter, a few miles beyond, and returning by a west-bound train a little later, as he might have done. If he had a ticket it was to Exeter and he did not inform any of the trainmen of his purpose to stop at East Kingston, but, as he was passing the station, swung himself from the platform and was hurled to the ground with such force that he was instantly killed.

H. M. PUTNEY,

*For the Board.*

## DEATH OF FRED WHITE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 28, 1897.

Investigation at Concord, October 25, 1897.

John H. Brown appeared for the railroad.

Witnesses: A. D. Berry, conductor, Nashua, N. H.; Horace Smith, brakeman, Edward Leclair, brakeman, and E. A. Potter, engineer, Rochester, N. H.

Fred White, rear brakeman on freight train No. 64 from Rochester to Worcester, was run over and killed near West Rochester about 7 o'clock A. M. July 19, 1897. The train left Rochester on time and proceeded as usual to West Rochester, where it took in some loads of wood for Warren's brick yard. Mr. White helped in the shifting at West Rochester and stepped into the buggy, after which no one saw him alive. When Warren's brickyard was reached the rest of the crew discovered that he was missing and, after searching for him there, ran back about half a mile and found him beside the track dead.

An examination showed that he had eaten a part of his breakfast in the buggy and that the buggy brake had been partly set up. From these facts, which are all that can be established definitely, it is inferred that when the train reached a point where he was accustomed to set up the brake he left his breakfast and went out upon the platform to set it, and that when he had partially done so he lost his balance and fell between that car and the next one upon the track, where he was run over and crushed to death. The buggy was of standard pattern and the platform was protected by a rail like an ordinary passenger car. The train ran steadily at a moderate rate of speed and he was an experienced and competent man, who presumably did nothing careless or out of the line of his duty. In the absence of any testimony the cause of his fatal fall must be left to conjecture.

H. M. PUTNEY,  
*For the Board.*

#### DEATH OF JAMES NELSON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 28, 1897.

Investigation at Concord, N. H., October 25, 1897.

John H. Brown appeared for the railroad.

Witnesses: J. H. Smart, engineer, F. E. Fletcher, fireman, C. H. Fuller, brakeman, Guy Cutler, brakeman, B. G. Whitchee, brakeman, F. S. Sennen, conductor, all of Concord, N. H.; A. H. Cox, Guy C. Packard, and Nat S. Wheeler, Enfield, N. H.

The Boston & Maine Railroad runs easterly and westerly between the village of Enfield and Mascoma lake. Upon the shore of the lake opposite the village there is a steamboat landing. Although there is no crossing there it is the custom of Enfield people who have occasion to go to or from the steamboat landing to pass over the railroad track.



On the morning of August 5, 1897, James Nelson, who resided about half a mile away, went down from the village to the landing to get some oil for his mowing machine and, having obtained it, returned to the track and started to walk down between the rails towards a bridge through which he could go up to the street. When he had walked about 20 feet he was struck by the locomotive of the regular way freight from Lebanon and instantly killed. This train, which was to stop at the station a short distance below, was running eight or ten miles an hour. Its engineer, J. H. Smart, testifies that on reaching a curve a few hundred feet above the steamboat landing he looked back to see if his train was all right and then looked ahead and saw for the first time Mr. Nelson, who had just stepped upon the track. He immediately put on the brake and sounded the whistle, which had just been blown for the station, but Nelson paid no attention, and before the train could be brought to a stop, he was struck.

The trainmen, and several reliable citizens of Enfield who happened to be watching the train, gave conclusive evidence that the whistle was blown at the signal post above and that the bell was ringing. It is also established by the testimony that Nelson, who was known to his neighbors as a man who was despondent and at times absentminded, was walking in the same direction the train was moving, with his head down, as he often did, and the probability is that he neither saw nor heard anything of the engine.

That he was upon the track without any legal right to be there is certain, and that his death was due to his failure to exercise reasonable caution is also certain.

H. M. PUTNEY,  
*For the Board.*

#### DEATH OF IRVING SUITOR.

##### STATE OF NEW HAMPSHIRE.

##### IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 28, 1897.

Investigation at Concord, N. H., October 25, 1897.

Mr. John H. Brown appeared for the railroad. Mr. Sutor, the father, was present.

Witnesses: Elmer Cross, engineer, William A. Beede, conductor, Albert Cromwell, brakeman, Thomas E. Gray, Woodsville; Herbert D. Woodard, fireman, Concord, E. W. Holtham, station baggagemaster, Thomas J. Lyons, telegraph operator, Albert E.

Smith, brakeman, William M. Brown, Melvin H. Johnson, Plymouth, N. H.

Freight train No. 14, from Woodsville to Concord on the White Mountain division of the Boston & Maine Railroad, reached the Holderness crossing above Plymouth three hours late, about 6 o'clock A. M., August 20, 1897. Its crew consisted of Elmer Cross, engineer, Herbert D. Woodard, fireman, William A. Beede, conductor, Irving Sutor, Albert Cromwell, and Albert E. Smith, brakemen, and it consisted of thirty-one cars, of which the first eleven were equipped with air brakes. As it was passing by the fair ground near Plymouth Mr. Sutor, who had been riding upon the engine, went out to attend to the brakes and hold it down the hill into the village. As it approached the Holderness crossing the engineer saw that the yard signals below were against him and brought it to a stop. It was stationary four or five minutes, during which time a work train passed up from the yard upon the Pemigewasset Valley branch. When this had gone by and cleared the tracks the freight started again to draw down into the yard. It had moved but seven or eight car lengths when those in the engine heard an outcry and the engineer upon looking out saw a person lying beside the track a few feet towards the rear. He at once stopped the train, which was moving very slowly, and Mr. Beede went back and found that Sutor had fallen from the cars upon the rail and been run over. The injured man, whose legs were crushed, one having been severed from his body, was at once placed in charge of a physician and tenderly cared for, but he was fatally hurt and died about 5 o'clock that afternoon. Before he lost consciousness he told some of his attendants that he fell between the cars while he was fixing one of the retainers, which are pipes attached to the air brakes and extended on the end of the cars to within eight or ten inches of the top so that a brakeman by letting the air out of them can throw on the brake temporarily and to some extent check a train when the whole force of the air is not needed.

There is conclusive evidence from men who passed him on the gravel train, and from spectators who were in the highway, that just before he fell he was sitting upon the brake head of the third car from the engine, and the probability is that while sitting there he attempted to reach down with his hand or foot and close the retainer, which he had opened before the stop, lost his balance, and fell. As the train was scarcely moving, and as all the testimony is that it was running steadily, there is no reason to suppose that he was jolted off. Neither is there any evidence that he or any of his associates were careless. The accident must

be charged to the safety appliance with which the cars were equipped for the purpose of saving the lives and limbs of brakemen.

H. M. PUTNEY,  
*For the Board.*

#### DEATH OF M. H. CURTIS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 30, 1897.

Investigation at Keene, November 22, 1897, Mr. C. I. Mayne appearing for the Fitchburg Railroad and Mr. Waterman for the widow of the deceased.

Witnesses: W. A. Prescott, conductor, East Deerfield, Mass.; G. H. Wellman, brakeman, and M. H. Landers, brakeman, of Charlestown, Mass.; and L. S. Eddy, fireman, of Bellows Falls, Vt.

Train No. 246 left Bellows Falls for Boston, over the Fitchburg Railroad, at 10.33 A. M. on July 17, last. The train carried live hogs only and was composed of twenty-three cars and a caboose and drawn by two locomotives. The running time allowed the train for its run of 114 miles was seven hours and twenty-four minutes, about 15½ miles an hour.

From a point about five miles south of Bellows Falls there is a regular ascending grade for about ten miles to the Summit, and from there the grade descends by a regular grade of fifty-eight feet to the mile for about seven miles to Keene. Winding over hills as this railroad does there are many curves, but the roadbed and track are good and kept in first-class condition.

The train reached the Summit without incident but was compelled to wait near there about fifteen minutes for a passenger train. After passing the passenger train, it proceeded down the grade toward Keene at a speed of from thirty to thirty-five miles an hour, steam being shut off as the train ran down the hill. The deceased, Mr. Curtis, was the engineer of the forward engine, and Mr. Hagar engineer of the second engine. All of the cars of the train being equipped with air brakes were connected with and controlled by the second engine only, as the rules of the road forbid more than one engine to cross certain bridges at one time, and therefore the forward engine must be readily and quickly coupled and uncoupled. As the train ran down the grade Mr. Hagar from time to time applied the brakes to steady or slow the train as the nature of the road required.

Suddenly and without warning or apparent cause, the forward engine left the track, at a point on a curve about two and one half miles out of Keene. Mr. Curtis at once whistled for brakes, and he and his fireman sprang from their seats and either jumped or were thrown from the engine almost immediately. Mr. Hagar, hearing the signal, applied the brakes, but by this time his engine had also left the iron and he and his fireman either jumped or were thrown to the ground. Both engines and the five freight cars next them were at once piled into a mass of shattered debris. Mr. Curtis was killed and Mr. Hagar very dangerously wounded, but the remainder of the train crew escaped with comparatively slight injuries.

The cause of the accident cannot be determined with certainty. The track was perfect, the cars all equipped with air brakes in good working condition, the locomotives were in thorough order and repair, and the engineers and the remainder of the train crew, experienced, careful men, attentive to every detail of their duties. Although the train was running at a high rate of speed for a freight train, considering the excellent condition of the track, train, and train equipment, it cannot be called excessive and was no greater than should under the circumstances have been expected and required.

In the ditch, about three feet from the outside rail of the curve, nearly opposite the point where the forward engine left the track, some two hours after the accident, was found a piece of broken three fourths inch track bolt about three and one half inches long, flattened and battered as if it had recently been run over by an engine. In the opinion of competent railroad men, if this small piece of iron was on top of the outside rail of the curve, and was run over by the forward engine, it might, and probably did, cause the derailment, and in the absence of other probable or possible cause we must accept this as the correct solution of the problem raised by this grave accident.

J. G. BELLOWS,  
*For the Board.*

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#### DEATH OF SIMON LONG.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 30, 1897.

Investigation at Charlestown, November 23, 1897.

Messrs. Haskins and Davis appear for the Springfield Electric Railway and Mr. E. P. Flyn for the estate of Simon Long.

Witnesses: Adna Brown, president Springfield Electric Railway, of Springfield, Vt.; M. A. Coolidge, director Springfield Electric Railway, Fitchburg, Mass.; Edward C. Crosby, general manager Springfield Electric Railway, Brattleboro, Vt.; F. D. Wright, motorman, and F. M. Ellison, conductor, of Springfield, Vt., and Dr. N. G. Brooks, of Charlestown, N. H.

On August 6, last, the officers of the Springfield Electric Railway, desiring to take a party of the officials of the Boston & Maine Railroad over their road for inspection, left the Charlestown railroad station in a special car for Springfield at a little after 5 o'clock P. M. There were twenty or more in the party, and among them President Tuttle, Gen. Manager MacKinnon, and Asst. Gen. Manager Barr of the Boston & Maine Railroad, President Brown, Gen. Manager Crosby and Director Coolidge of the Springfield Electric Railway, and the special car was in charge of F. M. Ellison as conductor and the deceased, Simon Long, as motorman.

The Springfield Electric Railway had been open for passenger business for about a week, but had been running freight for two or three weeks from Springfield to Springfield Station on the Boston & Maine Railroad previous to this time.

The deceased, Simon Long, was about 50 years old, a worthy and respected man, and for some years before the accident had been employed as a stage driver on the route from Springfield to Charlestown. The completion of the electric railway terminated the stage business between those points and Mr. Long entered the service of the electric as a motorman. He had run with the freight motor over the railway for two or three weeks under the tuition of an experienced man who had had experience in teaching motormen, and after the railway opened had run a regular passenger car for about a week, and was supposed to have acquired practical knowledge enough of his duties to manage a car, especially on a line like this, where the travel on it and on the highway over which it runs is light and the sidings few.

The accident occurred about 200 feet east of the bridge over the Connecticut river, about half a mile from the Springfield Station. The grade from that station to the bridge is a descending one, being at the place of the accident about three per cent. The special car was followed from Charlestown by the regular passenger car at an interval of about five minutes. As the special running down the grade from the Springfield station came within about 600 feet of the end of the bridge a freight motor drawing an empty coal car emerged from it going toward the station. The freight motorman and the deceased saw each other immediately and both applied their brakes. The freight train stopped within

a hundred feet, and the special almost stopped within the same distance, and then, seeming to gather momentum, moved slowly forward but with increasing speed, until it collided with the freight motor. The platform of the motor being higher than that of the special, when the cars came together, it pushed through the false work and dormer windows of the special's cab and struck Mr. Long, who was then applying the hand brake, in the legs, breaking both ankle bones, crushing and lacerating the flesh of one foot, and breaking both bones of the other foot. So severe were the injuries that he died from the shock on the same day.

The cars came together very slowly, several of the passengers got off when they saw the collision would occur, and one had time after getting off at the rear to walk nearly to the forward end of the passenger car before the shock. Mr. Long, however, appeared dazed by the danger and although a step back would have saved him, and he was warned by a passenger to step back, stuck to his brake with fatal results to himself. There was not the slightest difficulty had he been cool and collected in stopping his car and in preventing the collision, but either because he was dazed, or did not remember what to do, after applying the power brake and bringing his car almost to a standstill, he forgot that to hold it there on a descending grade he must at once apply his hand brake, or by reversing back out of danger. His actions seem to show that at the last moment, when the cars were within 10 or 15 feet of each other, he remembered his instructions and be-thought himself of the hand brake, as he received his injuries while engaged in applying it.

It is hard to hold any one responsible or to blame for an accident like this. The freight motorman knew nothing about the special and thought that he had time to reach Springfield Station before the regular passenger car, and on this, as on most electrics moving freight, the freight trains are not on schedule time but pick their way as best they may between the passenger cars. The railway had not then been equipped, as it since has been, with telephones at the turnouts and terminals, but the nature of the road is such that it would seem almost impossible for a collision to occur without watchful motormen seeing the approaching car in ample time to stop before harm was done. The cars on this electric are new and equipped with the very best of modern brake appliances, which were in perfect order on the day of the accident, and had Mr. Long used the means at his hand the collision would have been avoided and he would have saved the life he uselessly but heroically lost.

J. G. BELLOWS,  
*For the Board.*

## DEATH OF ALEXANDER GAY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 30, 1897.

Investigation at North Walpole, N. H., November 23, 1897, Mr. George A. Weston appearing for the Boston & Maine Railroad and Mr. Charles H. Robb for the administrator.

Witnesses: William Hayes, conductor, and J. W. Stack, engineer, of North Walpole; Alonzo Mack, fireman, Ernest Allen, Luke Burns, and John B. Murray, brakemen, of Brattleboro, Vt.

Train No. 73, running south over the Boston & Maine Railroad from Windsor, Vt., to Brattleboro, Vt., is a mixed train and due at Bellows Falls, Vt., at 7.07 o'clock P. M. Before crossing the Connecticut at Bellows Falls, it stops in the village of North Walpole, N. H., and the freight cars of the train, or such of them as are bound over the Fitchburg Railroad, are taken from the train by the shifter and its crew and run down on the New Hampshire side of the river to the Fitchburg yard, and the engine of No. 73 then takes the caboose and the combination car of the train, with such freight cars as may remain, over the river to Bellows Falls, where more freight cars are added and the train proceeds to its destination.

On the evening of August 23, last, this train reached North Walpole on time, stopped at its usual place, the engine was uncoupled, the shifter attached, and took all of the freight cars on the train down to the Fitchburg yard, the engine of No. 73 then coupled onto the caboose and combination car, and proceeded slowly over the Boston & Maine Railroad towards Bellows Falls. About 600 or 700 feet south of the place where the caboose and combination car stopped is a grade highway crossing, known as Haley's crossing, and some 60 rods below that another grade highway crossing known as Dorney's crossing.

The Haley crossing is rather a dangerous one. On the east side of the track the buildings on each side of the highway come quite close to the railroad, and prevent travelers on the highway going west from a view up or down the track until they are almost on the railroad. The crossing is protected from 7 A. M. to 6 P. M. by a flagman.

As the engine of No. 73 started with the caboose and combination car, the regular crossing signal was given, and the signal was repeated again when the whistling post for the Dorney crossing was reached, and the bell was rung continuously until after the accident occurred.

The highway making the Haley crossing leads from a main highway, known as the Charlestown road, which runs nearly parallel with the Boston & Maine tracks and but a short distance from them, over the railroad into the village of North Walpole. From its junction with the Charlestown road the Haley highway descends by quite a declivity to the railroad.

As the train approached close to the Haley crossing, the fireman, who was seated on his seat ringing the bell, saw a man on a bicycle rapidly coming down the hill toward the track; as he came onto the tracks (there are three here and the train was on the middle one), he saw his danger, turned his wheel down the first track, was thrown off or threw himself off and escaped. Immediately behind this man came another bicyclist, Alexander Gay, the deceased. He too saw his danger and attempted to turn his wheel as his companion had done, but could not do so enough to prevent his being carried in front of the locomotive, caught between the pilot and wheel and pushed along on the track for 175 or 200 feet, when the train was stopped and Gay was found to be dead.

It seems that Gay, who was a young man about 25, living in North Walpole, in the employ of the Fall Mountain Paper Company as a laborer in their sawmill, had broken the chain of his bicycle, and with his companion started that evening to ride to Bellows Falls, to have the broken chain repaired. As Gay's wheel was thus crippled and hard to ride, a short rope was tied to the other wheel and Gay took the end of it in his hand, and was thus towed by his companion over the hard places of the road, but when they reached the top of the hill at the Haley crossing he cast off his tow as unnecessary on the descending grade. The bicyclists' route that evening took them down the Charlestown road, which is, as we have said, nearly parallel with the railroad and close to and in full view of the place where the cabooses and combination car of No. 73 were standing, and as they passed the cars they were noticed by one of the brakemen, whose attention was attracted especially to them because they were thus fastened together by the rope. According to the evidence of this brakeman they passed just as the train started and as they had perhaps a third farther to go than the train to reach the crossing, must have ridden much faster than the train moved. Both the deceased and his companion had for some time resided in North Walpole, near the place where No. 73 stopped each night to distribute its cars, and must have known about this regular train and its movements, and on the night in question, starting as they did about the time the train did, and running along a highway close to and parallel with the railroad, they must have heard the crossing



whistles and the bell. It further appeared that as they passed the house of a Mr Haley, which stands not more than 30 or 40 feet from the east line of railroad at the Haley crossing, that he stood in his gateway and called out to them not to cross the track, as the train was coming. Perhaps his warning was unheard and it certainly was unheeded.

We must find that this accident was caused solely by the carelessness of the deceased in venturing to ride rapidly down a declivity, over railroad tracks in frequent use, on a chainless and crippled wheel, over which he could exercise little if any control. No blame whatever attaches to the train crew or any member of it.

In view of the fact, however, that this Haley crossing is one considerably used by the people of North Walpole and that up to 8 o'clock P. M. there are frequent trains passing over it, we recommend the Boston & Maine Railroad to extend the hours of protection by a flagman to 8 o'clock P. M. While such protection might not have been of much use against such recklessness as caused this accident, it may save some traveler who is less heedless.

J. G. BELLOWS,  
*For the Board.*

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#### DEATH OF T. T. MACDONAHUE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 30, 1897.

Investigation at Keene, November 22, 1897.

Mr. C. L. Mayne appeared for the Fitchburg Railroad.

Witnesses: S. J. Dwyer, engineer, Rollie R. Horton, fireman, J. N. Bouvier, conductor, M. H. Landers, brakeman, of Charlestown, Mass., and G. H. Wellman, brakeman, of Fitchburg, Mass.

T. T. MacDonahue was run over and instantly killed by train No. 240 of the Fitchburg Railroad at 12.05 A. M. on the night of October 13, last, about half a mile north of the Marlborough station.

The train was a freight running from Bellows Falls to Boston, and the first intimation of the accident was the "jounce" as the train passed over the body of the deceased, felt by the conductor and brakemen, who were then all riding in the caboose. They at once stopped the train, which was running up grade at the rate of 10 or 12 miles an hour, and on going back some 20 rods found the body.

From marks of blood on the car wheels it appeared that Mac-Donahue had been run over by the last eight cars of the train and it was the opinion of the trainmen that either he was stealing a ride between the cars and fell from them, or that he unsuccessfully attempted to get on the train as it was moving rather slowly up the grade. No one saw him on or about the train that night and but little is known of him except that he was a laboring man and was walking toward Boston, probably in search of work.

His remains were carefully cared for, delivered to his relatives, and taken by them to Rutland, Vt., where they reside.

J. G. BELLOWS,

*For the Board.*

#### DEATH OF MINNIE B. JOHNSON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 23, 1897.

Investigation at Laconia, December 21, 1897.

S. S. Jewett appeared for the railroad. M. J. Dyer, administrator, and E. H. Shannon appeared for the estate of Miss Johnson.

Witnesses: Irving W. Way, conductor, Laconia, William A. Yeaton, engineer, Sanbornville, John C. Sampson, fireman, Rochester. Richard H. Hurley, brakeman, Alton Bay, and Frank W. Clay, Laconia.

Wednesday afternoon, September 1, 1897, Frank W. Clay of Laconia, a machinist, having finished his day's work in the shop where he was employed, hitched up his team, drove to the home of Miss Minnie B. Johnson, and took her into the carriage for an evening ride. They proceeded to Lakeport and driving back to Laconia upon the highway which runs nearly parallel with the Boston & Maine Railroad reached Nichols's crossing, upon which the railroad passes over the street, just in season to be struck by the locomotive of the regular passenger train which on that evening left Lakeport for Laconia at 7.51 P. M., one minute late. The carriage was hurled with great violence from the crossing and its occupants were found unconscious beside the track as soon as the train could be stopped. Miss Johnson died of her injuries the following Sunday, and Mr. Clay was so stunned by the shock that while he had apparently nearly recovered his physical strength at the time of our investigation, December 21, he could not remember anything that occurred after he left the shop to go for his team.

During the summer season this train runs between Lake Shore Park and the Lakeport station three times each way daily, and on its last trip it runs from Lakeport down to the Laconia station, where it leaves any passengers it may have and then backs to Lakeport, where it remains over night. The distance between Lakeport and Laconia is about a mile and a half and the running time is five minutes.

On leaving Lakeport the evening of the accident the fireman rung the bell a short time, then stepped down and threw two shovelfuls of coal into the fire box, and then returned to his seat and rang the bell continually until the crossing was reached. The engineer blew the whistle as usual at the post above the Nichols crossing and then, as was his custom, shut off the steam, to slow down to the station. At that time the train was running about 20 miles an hour. When they were about 150 feet from the crossing the fireman saw Mr. Clay's team moving rapidly towards it on the highway a few feet away and shouted to the engineer, who at once put on the air brake and reversed his engine, bringing it to a stop 270 feet below the point where the team was struck. The evening was cloudy, but an electric light near by lighted the highway and the headlight of the locomotive, which was burning brightly, could easily have been seen for a long distance from the crossing.

It is well established by the evidence that the trainmen were all at their posts and attentive to their duties, that all the crossing warnings required by law were given, that the train was running at a moderate speed and was as much under control as any train can be, and it is impossible to suggest how those responsible for its movement could have done anything more than they did to prevent this accident. It is also apparent that if the occupants of the carriage had looked up the railroad beside which they were riding they would have seen the approaching train in season to have stopped before they reached the crossing and the probability is that they were so engrossed with each other that they paid little attention to anything else, did not hear any of the warnings, and left the horse to trot unguided and unchecked in front of the locomotive; but owing to Mr. Clay's loss of memory there is no direct testimony as to this.

The question as to what should be done to protect this crossing is now pending before the board, and we refrain from expressing any opinion upon it in this finding.

H. M. PUTNEY,  
*For the Board.*

## DEATH OF RICHARD LARSEN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 23, 1897.

Investigation at Concord, December 20, 1897.

Mr. John H. Brown appeared for the railroad.

Witnesses: Horace George, freight conductor, Boston, Mass.; Lewis Twitchell, Owen Garrahan, Fred LaPlante, Timothy Donovan, all of Manchester, N. H.

September 3, 1897, Richard Larsen, Lewis Twitchell, and Eddie Cullen, three boys about 12 years of age, who lived in Manchester, went over to Black brook fishing. As they were returning over the Amoskeag bridge they saw a freight train passing slowly under it from the north, and Larsen, saying to his companions, "I will beat you home," ran down under the bridge and catching hold of the ladder or steps upon the last car rode down as far as Spring street where he jumped off. Timothy Donovan and Owen Garrahan, two other boys who had caught hold of other cars also jumped off at Spring street. As these three boys reached the ground a north-bound freight was approaching on the second track and Larsen proposed that they get upon it and ride back towards their homes farther up town. Garrahan replied that the train was going too fast and passed over the track and out upon Canal street, which runs parallel with the railroad. Larsen said he was not going to walk home and waited for the train to reach a point from which he could jump upon it. Donovan also told Larsen that the train was going too fast and that he would be killed if he tried to get upon it, but as it was going by saw him make a spring towards the third car from the rear and a moment later saw that he had fallen under the wheels and been run over. As soon as the train passed the boys and several men went to the assistance of Larsen and found that his leg had been crushed and that he was otherwise injured. He was taken at once to the Sacred Heart Hospital, where he died at 1 o'clock the next morning.

It appears from the testimony that not only the three boys who have been named, but several others were clinging upon this freight train as it passed from Amoskeag to the Manchester station, and that this was no unusual occurrence. Indeed, it was disclosed at the hearing that it is very seldom that a freight train runs through Manchester in the daytime without several boys jumping upon it while it is in motion, in order to steal rides. They are not seen by the trainmen, and if chased away by gate-

men and yardmen while waiting for the trains, as they are many times every day, they run to some other place where they can risk their lives and persist in their attempts until they succeed.

Several have been killed and the wonder is that the number of victims is not increased every day. The trainmen are powerless to prevent the recklessness and cannot be held in any way responsible for its result. As in this case, they generally do not know and cannot know anything about it until after an accident occurs, and so long as the public is permitted to use railroad locations as footpaths, playgrounds, and promenades, young lads cannot be prevented from springing from beside the tracks at passing cars and occasionally falling between them, except by the authority and influence of their parents or guardians. The arrest and punishment of such as could be caught would doubtless have a salutary effect, but this would be considered an infringement upon the assumed and freely exercised rights of the public which would provoke great opposition, and the railroad managers can scarcely afford to undertake it until public sentiment upon the subject is radically modified.

H. M. PUTNEY,  
*For the Board.*

#### DEATH OF JEREMIAH O'BRIEN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 23, 1897.

Investigation at Concord, December 20, 1897.

Mr. John H. Brown appeared for the railroad.

Witnesses: Charles F. Webster, engineer, John W. Currier, yard conductor, Walter S. Kenniston, yard brakeman, Walter Blair, Charles E. Mitchell, Henry A. Seeley, fireman, and Fred Dunham, freight handler, all of Concord, N. H.

Jeremiah O'Brien of Concord was instantly killed in the railroad yard in that city at 10.30 A. M., October 1, 1897. He was a man more than 70 years old, feeble, bent by chronic rheumatism, and slightly paralyzed, scarcely able to take care of himself anywhere. It had been his custom for a long time to make daily visits to the yard to pick up refuse wood which was thrown aside in repairing the tracks, cars, and buildings. On the day he was killed, after an absence of a fortnight caused by illness, he reappeared with an ax and, finding an old tie which was so heavy that he could not lift it, split it in two and, shouldering a part of it, started

across the yard towards his home. Passing by the end of the old freighthouse, he stepped between the rails and was hit by the rear car of a string of eighteen that had been taken out of the freighthouse and was being backed upon a side track. These cars were moving very slowly, one of the brakemen walking beside them. The enginemen were attending to their duties, and the bell was ringing. The old man was seen as he stepped across the rail and those who saw him shouted to him that he would be hit, but he probably could not hear and it is certain that in his enfeebled condition, with the load he had, he could not retrace his steps so as to escape. The piece of the old tie was thrown upon the bunter of the car, where it remained, and he fell to the ground and the wheels passed over him, crushing him to death.

No blame can be attached to any of the crew who were shifting the cars, nor to any one at work in the yard, but the testimony discloses a practice which must be strongly condemned and should be abolished by the rigid enforcement of prohibitory rules by the railroad authorities. Mr. O'Brien, when he was killed, was doing what he and many others had been doing constantly for years. It has been the custom for any and all who wished to do so to go about the yard in order to pick up refuse wood, coal, and other waste. The yardmen repeatedly warned these trespassers that they were incurring great risks, and they often told Mr. O'Brien, as they did that day, that he was too old and feeble to be engaged in such work, but if there are any rules against the practice they have never been enforced and the kindly warnings of the workmen have gone unheeded. The board recommends that the railroad managers at once issue orders prohibiting people not in their employ from collecting refuse material of any kind in the railroad yards in the cities of this state, and that they take whatever measures may be necessary to enforce such orders.

H. M. PUTNEY,

*For the Board.*

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#### DEATH OF JAMES GARDNER.

##### STATE OF NEW HAMPSHIRE.

##### IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 31, 1897.

Investigation at Concord, N. H., December 30, 1897.

Mr. John W. Sanborn appeared for the railroad.

Witnesses: Herbert A. Coburn, engineer, Levi W. Brackett, fireman, John H. Sterling, conductor, Thomas J. Hurley, brakeman, Fred E. Brown, and Charles Blackman, all of Dover, N. H.

James Gardner, a man 70 years of age who lived near by, while walking towards Lakeport upon the track of the Lake Shore branch of the Boston & Maine Railroad, between the Blaisdell and Davis crossings, at 11 o'clock A. M., October 8, 1897, was struck by the locomotive of freight train No. 13, thrown into the gutter, and instantly killed.

The accident was witnessed by two neighbors, C. W. B. Davis and Moses G. Blaisdell, who corroborate the trainmen in their account of it which is that as the whistle was sounded for Davis crossing Mr. Gardner was walking upon the track; that when the train was nearing the whistling post eighty rods above the Blaisdell crossing the engineer saw him, blew the danger whistle, and applied the brakes; that when the whistle was blown Gardner turned around and saw the train about forty rods away, and then turned again and walked slowly towards Lakeport in front of the engine; that after this he paid no attention to the whistles; that the trainmen did all in their power to stop before they reached him, but did not quite succeed in doing it.

It was the old man's habit to walk upon the track, though repeatedly warned by his relatives not to do it, and as he was somewhat broken in health and spirits it is suggested that he was weary of life and purposely put himself where he expected to be killed.

There is no evidence, however, to support this theory. It is proved that he had ample time after he turned around and saw the train was following him to have stepped aside and saved himself, and that he did not do it. Why he thus sacrificed himself can only be conjectured.

H. M. PUTNEY,  
*For the Board.*

#### DEATH OF JAMES SULLIVAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 31, 1897.

Investigation at Concord, December 30, 1897.

John H. Brown appeared for the railroad. Mr. H. F. Hollis appeared for the heirs.

Witnesses: Truman M. Straw, engineer, James J. Lane, fireman, Andrew C. Bean, conductor, Cecil C. Rice, brakeman, all of Concord, and Thomas E. Gleason, baggagemaster, White River Junction, Vt.

The south-bound passenger express upon the Concord Division of the Boston & Maine Railroad, which left White River Junction at 2.45 P. M., October 28, 1897, passed East Andover four or five minutes late and about midway between that place and Franklin ran through the Hogback cut with the brakes partially on, as usual, to steady it through the cut and around a curve. As it reached the crossing just below the cut at 4.20 P. M. the fireman shouted to engineer Straw, who threw on the emergency brake, sounded the danger signal, and brought the train to a stop as soon as possible. An investigation showed that the locomotive, which was running about 35 miles an hour, had struck a team upon the crossing, smashing the wagon and killing its occupant, James Sullivan, a man 77 years of age, who was driving from Franklin to his home in Andover.

The only person who saw Mr. Sullivan as he approached the crossing was the fireman, James J. Lane, who testifies that when they came to an overhead bridge about 20 rods above the crossing he saw, by the end of a handcar house which stands in the angle made by the highway and the railroad, the team eight or ten feet from the track and moving slowly towards it; that when he shouted to the engineer and he blew the emergency whistle the horse was just going upon the crossing and the driver looked up and then struck the horse with a whip, urging it forward into a position to take the wagon over the rails as the engine struck it. He also testifies that he was ringing the bell from the time the train passed the whistling post 80 rods above until it stopped, and all the trainmen are positive the regular crossing whistle preceded the emergency blast. Owing to the curve, and possibly some obstruction of vision by the handcar house, the engineer could not see the team from his seat and the fireman could not see it at a greater distance than he did. There is no evidence that any of the men engaged in running the train were careless or negligent.

The crossing is neither as blind and dangerous nor as open and safe as many others, but if it had been upon a straight line, with no obstructions near, a train running 35 miles an hour would not and could not have been stopped after the team had reached a point so near the track that it was reasonable to suppose the driver would not keep out of danger.

Whether Mr. Sullivan failed to exercise reasonable care is the only question. He was familiar with the crossing, over which he frequently passed. His horse was steady and easily controlled. The probability is that he rode along thinking of other matters and not realizing that he was near the track until the engineer



blew the emergency warning, when upon the impulse of the moment he tried to cross ahead of the engine instead of stopping in a position of safety.

H. M. PUTNEY,  
*For the Board.*

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DEATH OF LEONARD H. SMITH.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, January, 1897.

Investigation at Concord, December 30, 1897.

Mr. John H. Brown appeared for the railroad. Mr. A. F. Wentworth appeared for the heirs of Mr. Smith.

Witnesses: George L. Green, engineer, Concord; Edward L. Levois, brakeman, Rumney; Scott Wells, conductor, and Fred M. Perry, brakeman, of Woodsville.

Leonard H. Smith, the fireman of freight train No. 265, which left Concord for Woodsville at 10.20 P. M., October 28, 1897, was found dead in a small brook near Wentworth, the next morning by his fellow trainmen, who missed him from the engine as it was moving away from the bridge over the brook, with his face lying in about four inches of water, and a few bruises, that did not appear to be serious, upon his head.

Our investigation, which was as thorough as possible, does not disclose the cause of this accident, or discover any facts that even suggest a plausible explanation.

The train reached Wentworth as usual, drew up on the side track to let another train by, and the engine backed down a short distance and took water, and then backed out upon the main line to let a helping engine, which had helped haul it up the hill, run in and turn. After this helper had turned, the one that belonged to the train ran down and hitched on. At that time it stood with its tender upon or very near the bridge across the brook, and the helper was coupled to it to assist in moving it again. As they stood in this position, Smith got down from his seat to shake the fire grates and Mr. Green, the engineer, who was looking out of the window on his side, to see that the helper was coupled right, told him not to shake the ash box too full. The train then started slowly and had moved about the length of the engine when Mr. Green looked around and saw that Smith had disappeared. He at once shouted to a brakeman, stopped the train, and instituted a search, which resulted in finding the body, as stated, in the brook, about eleven feet below the floor timbers of the bridge.

No one saw Mr. Smith fall, which is not strange, as it was quite dark and the engineer was looking in another direction, and whether he slipped between the engine and tender and, in trying to extricate himself, fell through the bridge, or stepped off and fell while attempting to return can only be conjectured. He was an experienced fireman, but had made only one trip on that train, and was a stranger to the crew.

The evidence is that he was in good health, in the possession of all his faculties, and was doing his work well; that the train started steadily, without any jerk, and that there was nothing in its movements to throw him off.

H. M. PUTNEY,  
*For the Board.*

PART III.

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RAILROAD RETURNS.



# REPORT

## OF THE

### ATLANTIC & ST. LAWRENCE RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation . . . . .	\$1,131,744.28
Less operating expenses . . . . .	904,591.24
Income from operation . . . . .	\$227,153.04
Rents . . . . .	1,633.26
Total income . . . . .	\$228,786.30
Deductions from income:	
Interest on funded debt accrued during the year . . . . .	\$206,280.00
Taxes . . . . .	56,837.18
Total deductions from income . . . . .	263,117.18
Net loss . . . . .	\$34,330.88
Dividends declared, 6 per cent on common stock . . . . .	330,602.00
Deficit for the year ending June 30, 1897 . . . . .	\$364,932.88
EARNINGS FROM OPERATION.	
Total passenger revenue . . . . .	\$245,644.39
Mail . . . . .	26,618.12
Express . . . . .	16,479.48
Total passenger earnings . . . . .	\$288,741.99
Total freight earnings . . . . .	843,002.29
Total gross earnings from operation . . . . .	\$1,131,744.28

OPERATING EXPENSES.	
<b>Maintenance of way and structures:</b>	
Repairs of roadway . . . . .	\$94,983.25
Renewals of rails . . . . .	20,983.14
Renewals of ties . . . . .	26,985.75
Repairs of bridges and culverts . . . . .	22,674.26
Repairs of fences, road crossings, signs, and cattle guards . . . . .	6,688.37
Repairs of buildings . . . . .	15,512.84
Repairs of docks and wharves . . . . .	20,758.81
Other expenses, stationery . . . . .	144.55
<b>Total . . . . .</b>	<b>\$208,730.97</b>
<b>Maintenance of equipment:</b>	
Superintendence . . . . .	\$3,041.31
Repairs and renewals of locomotives . . . . .	44,157.93
Repairs and renewals of passenger cars . . . . .	18,978.56
Repairs and renewals of freight cars . . . . .	39,325.16
Shop, machinery, tools, etc. . . . .	16,668.43
<b>Other expenses:</b>	
Repairs of work cars . . . . .	\$162.50
Stationery and printing . . . . .	12.25
	174.75
<b>Total . . . . .</b>	<b>\$122,346.14</b>
<b>Conducting transportation:</b>	
Superintendence . . . . .	\$7,544.09
Wages of enginemen, firemen, and roundhouse-men . . . . .	107,428.49
Fuel for locomotives . . . . .	158,520.72
Water supplies for locomotives . . . . .	1,952.36
All other supplies for locomotives . . . . .	5,728.89
Wages of other trainmen . . . . .	72,596.91
All other train supplies . . . . .	8,527.06
Wages of switchmen, flagmen, and watchmen . . . . .	36,406.02
Expense of telegraph, including train dispatchers and operators . . . . .	15,734.77
Wages of station agents, clerks, and laborers . . . . .	84,321.70
Station supplies . . . . .	10,457.18
Car mileage, balances . . . . .	21,405.36
Loss and damage . . . . .	2,181.49
Injuries to persons . . . . .	3,650.00
<b>Other expenses:</b>	
Advertising . . . . .	\$1,162.00
Outside agencies . . . . .	6,779.73
Stationery and printing . . . . .	2,328.39
Other expenses . . . . .	1,546.38
	11,816.50
<b>Total . . . . .</b>	<b>\$548,271.54</b>

<b>General expenses:</b>	
Salaries of officers . . . . .	\$7,605.21
Salaries of clerks . . . . .	5,739.06
General office expenses and supplies . . . . .	1,654.57
Insurance . . . . .	6,061.38
Legal expenses . . . . .	3,633.19
Stationery and printing . . . . .	549.18
<b>Total . . . . .</b>	<b>\$25,242.59</b>
<b>Recapitulation of expenses:</b>	
Maintenance of way and structures . . . . .	\$208,730.97
Maintenance of equipment . . . . .	122,346.14
Conducting transportation . . . . .	548,271.54
General expenses . . . . .	25,242.59
<b>Grand total . . . . .</b>	<b>\$904,591.24</b>

## GENERAL BALANCE SHEET.

Cost of road . . . . .	\$8,922,000.00
Capital stock, preferred . . . . .	\$5,484,000.00
Funded debt . . . . .	3,438,000.00
<b>Total . . . . .</b>	<b>\$8,922,000.00</b>

## CAPITAL STOCK.

Capital stock authorized by charter and acts of the legislature . . . . .	\$5,484,000.00
Capital stock authorized by votes of company . . . . .	\$5,484,000.00
Capital stock issued [number of shares: 11,285 sterling; 215 federal; 35 fractions].	
Total amount paid in as per books of the company	\$5,484,000.00
Total number of stockholders . . . . .	1,623

## FUNDED DEBT.

<b>Funded debt as follows:</b>	
First mortgage bonds due 1884; rate of interest, 6 per cent . . . . .	\$1,499,916.00
Interest paid on same during year . . . . .	\$89,994.96
Second mortgage bonds due 1891; rate of interest, 6 per cent . . . . .	712,932.00
Interest paid on same during year . . . . .	42,775.92
Third mortgage bonds due 1909; rate of interest, 6 per cent . . . . .	786,984.00
Interest paid on same during year . . . . .	47,219.04
Balance on exchange of bonds . . . . .	168.00
Interest paid on same during year . . . . .	10.08
<b>Total . . . . .</b>	<b>\$180,000.00</b>

Island Pond to Canadian boundary line:		
Island Pond debentures, 6 percent,		
90,000 pounds sterling . . . . .		\$438,000.00
Interest paid on same during year	\$26,280.00	
	\$206,280.00	
Total amount of funded debt . . . . .		\$3,438,000.00
<b>PASSENGER, FREIGHT, AND TRAIN MILEAGE.</b>		
<b>Passenger traffic:</b>		
Number of passengers carried		
earning revenue . . . . .	268,364	
Number of passengers carried one		
mile . . . . .	11,264,457	
Average distance carried, 41.97 miles.		
Total passenger revenue . . . . .		\$245,644.39
Average amount received from each passenger		.91534
Average receipts per passenger per mile . . . . .		.02181
Passenger earnings per mile of road . . . . .		1,733.35
Passenger earnings per train mile . . . . .		.70711
<b>Freight traffic:</b>		
Number of tons carried of freight		
earning revenue . . . . .	1,198,201	
Number of tons carried one mile	123,147,807	
Average distance haul of one ton, 102.78 miles.		
Total freight revenue . . . . .		843,002.29
Average amount received for each ton freight		.70356
Average receipts per ton per mile . . . . .		.00685
Freight earnings per mile of road . . . . .		5,060.65
Freight earnings per train mile . . . . .		1.08839
<b>Train mileage:</b>		
Miles run by passenger trains . . . . .		387,725
Miles run by freight trains . . . . .		712,693
Miles run by mixed trains . . . . .		82,467
Total mileage trains earning revenue . . . . .		1,182,885
Miles run by switching trains . . . . .		237,940
Miles run by construction and other trains . . . . .		35,121
Total train mileage . . . . .		1,455,946
Average number of persons employed . . . . .		263
<b>RATES OF FARE.</b>		
Average rate of fare per mile received for local		
tickets . . . . .		2.283 cents
Average rate of fare per mile received for commu-		
tation tickets . . . . .		.527 "
Average rate of fare per mile received for mileage		
tickets . . . . .		2. "



Average rate of fare per mile received for season tickets . . . . .	.721 cents
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies . . . . .	2.207 "

## RATES OF FREIGHT.

Average rate per ton per mile received from freight way-billed local . . . . .	1.463 cents
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies . . . . .	.503 "

## DESCRIPTION OF ROAD OWNED.

Main line of road from Canadian boundary line to Portland, Me. . . . .	165.22 miles
Main line of road in New Hampshire . . . . . 52.06 miles	
Main line of road in Vermont . . . . . 30.56 "	
Main line of road in Maine . . . . . 82.60 "	
Total road belonging to this company . . . . .	165.22 "
Sidings and other tracks not before enumerated . . . . .	44.74 "
Same in New Hampshire . . . . .	11.85 "
Total length of track owned, computed as single track . . . . .	209.96 "
Same in New Hampshire . . . . .	63.91 "
Total length of tracks laid with steel rails . . . . .	209.96 "
(Weights per yard, 65 lbs. and 80 lbs.)	

*Roads and branches belonging to other companies, operated by this company under lease or contract, the operations of which are included in this return.*

Norway Branch . . . . .	1.36 miles
Total length of above road in Maine . . . . .	1.36 "
Total miles of road operated by this company . . . . .	166.58 "
Total miles of road operated by this company in New Hampshire . . . . .	52.06 "
Number of stations in New Hampshire on all roads operated by this company . . . . .	12
Number of telegraph offices in same . . . . .	10
Number of stations on all roads owned by this company . . . . .	33
Same in New Hampshire . . . . .	12

## EQUIPMENT.

Equipment furnished by the lessees.

## LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers .....								10
Employees .....				10		10	1	26
Others .....			2	4	2	4	6	5

## STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

## Employees injured:

Coupling cars . . . . .	5
Falling off car . . . . .	1
Stepping from engine . . . . .	1
Falling from running board of engine when cleaning same . . . . .	1
Falling off switch . . . . .	1
Staking cars . . . . .	1
	— 10

## Others injured:

Stealing a ride and falling under train . . . . .	1
Standing on car steps; head struck by switch . . . . .	1
Struck on public crossing . . . . .	1
Jumping off train in motion . . . . .	1
	— 4

## Others killed:

Found on track with legs crushed; died next day . . . . .	1
Getting on train in motion, under influence of liquor . . . . .	1
	— 2

## GENERAL INFORMATION.

*Highway and railroad crossings in New Hampshire on miles of road owned.*

Number of crossings on highways at grade . . . . .	25
Number of crossings on highways over railroad . . . . .	3
Number of crossings on highways under railroads . . . . .	1
Number of highway bridges 18 feet above track . . . . .	2
Number of highway bridges less than 18 feet above track . . . . .	1
Height of lowest bridge above the rails . . . . .	16 ft. 8 in.
Number of crossings where there are neither signals nor flagmen . . . . .	25

Number of railroad crossings at grade (Maine Central Railroad) . . . . .	1
Number of railroad crossings under other railroads (Boston & Maine Railroad) . . . . .	1
<i>Bridges on roads operated in New Hampshire.</i>	
Total length of pile and trestle bridging . . . . .	184 feet
Number of new ties laid in New Hampshire . . . . .	22,217
Tons of steel rails laid in New Hampshire . . . . .	475
Side tracks laid in New Hampshire . . . . .	1.56 miles

## BUILDINGS.

Station at Berlin Falls, 130 feet long and 24 feet wide. A one-story frame structure, boarded and battened, with shingle roof, containing two waiting rooms, agent's office, express and baggage rooms, and freight accommodation.

## NAMES AND RESIDENCES OF OFFICERS.

Charles M. Hays, *President*, Montreal, P. Q.; George P. Wescott, *Vice-President*, Portland, Me.; A. A. Strout, *General Counsel*, Portland, Me.; H. W. Walker, *Auditor*, Montreal, P. Q.; F. H. McGuigan, *Superintendent*, Montreal, P. Q.; Jno. W. Loud, *General Freight Agent*, Montreal, P. Q.; W. E. Davis, *General Passenger and Ticket Agent*, Montreal, P. Q.; W. W. Duffett, *Treasurer*, Portland, Me.; F. R. Barrett, *Clerk of Corporation*, Portland, Me.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Charles M. Hays, Montreal, P. Q.; George P. Wescott, Portland, Me.; F. R. Barrett, Portland, Me.; W. W. Duffett, Portland, Me.; S. R. Small, Portland, Me.; W. W. Brown, Portland, Me.; E. A. Noyes, Portland, Me.; George B. Reeve, Montreal, P. Q.; P. G. Brown, Portland, Me.

## PROPER ADDRESS OF THE COMPANY.

ATLANTIC & ST. LAWRENCE RAILROAD COMPANY,  
PORTLAND, ME.

## STATE OF MAINE.

CUMBERLAND, ss. Portland, September 14, 1897. Then personally appeared George P. Wescott, vice-president, and W. W. Duffett, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

E. C. HERSEY,  
*Justice of the Peace.*

# REPORT

## OF THE

### BOSTON & MAINE RAILROAD

FOR THE YEAR ENDING JUNE 30, 1897.

#### GENERAL EXHIBIT FOR THE YEAR.

Gross earnings from operation . . . . .	\$19,640,846.30	
Less operating expenses . . . . .	13,564,271.67	
	<hr/>	
Income from operation . . . . .		\$6,076,574.63
Interest on bonds owned, Central Massachusetts, \$100,000, one year at 5 per cent . . . . .	\$5,000.00	
Dividends on stocks owned . . . . .	198,605.80	
Maine Central R. R., 25,160 shares, 6 % . . . . .	\$150,960.00	
Portland & Rochester R. R., 4,821 sh'rs, 6 % . . . . .	28,926.00	
York Harbor & Beach R. R. (par \$50), 4,971 shares, 4 % . . . . .	9,942.00	
Portl'd & Ogdensburg R. R., 3,952 4-10 sh'rs, 2 % . . . . .	7,904.80	
St. Johns Bridge & Ry. Ext. (par \$50), 240 shares, 5 % . . . . .	600.00	
Portland, Saco & Ports- mouth R. R., 35 sh'rs, 6 % . . . . .	210.00	
Eastern R. R. in New Hampshire, 15 sh'rs, 3 % . . . . .	45.00	
Portsmouth & Dover R. R., 3 sh'rs, 6 % . . . . .	18.00	
	<hr/>	
Total dividends . . . . .	\$198,605.80	

Miscellaneous income, less expenses	\$349,217.49	
Rents, tenements, land, etc., \$329,011.30, less expenses, \$52,988.96 .	\$276,022.34	
Portsmouth & Dover bridge tolls, \$10,188.- 78, less expenses, \$1,430.00 . . . . .	8,758.78	
Dividend on 9,734 sh'rs Vt. Valley R. R. st'k, owned by Connecti- cut River R. R. . . . .	29,202.00	
Dividend on 331 shares Peterborough stock, owned by Boston & Lowell R. R. . . . .	1,324.00	
Dividend on 381 shares Pemigewasset Valley R. R. stock . . . . .	2,286.00	
Dividend on 100 sh'rs New Boston R. R. stock owned by Con- cord & Montreal R. R. . . . .	400.00	
Interest on \$10,000, bonds of Woodsville Aqueduct Co., owned by Concord & Mon- treal R. R. . . . .	400.00	
Interest received . . . . .	28,909.75	
Sundry items . . . . .	1,914.62	
Total misc. income .	\$349,217.49	
Income from other sources . . . . .		\$552,823.29
Total income . . . . .		\$6,629,397.92
Deductions from income:		
Interest on funded debt accrued during the year . . . . .	\$1,066,141.80	
Interest and discount on interest- bearing current liabilities . . . . .	38,584.15	
Taxes . . . . .	988,347.92	
Rentals . . . . .	3,198,427.61	
Boston & Lowell R. R. .	\$746,569.00	
Concord & Montreal R. R. . . . .	733,640.08	
Connecticut River R. R. .	351,600.00	
Worcester, Nashua & Rochester R. R. . . . .	250,000.00	
Connecticut & Pas- sumpsic Rivers R. R. . . . .	200,500.00	
Northern R. R. . . . .	185,420.00	

Central Massachusetts R. R. . . . .	\$160,283.53	
Manchester & Lawrence R. R. . . . .	112,960.00	
Portland, Saco & Portsmouth R. R. . . . .	90,000.00	
Nashua & Lowell R. R. . . . .	73,000.00	
Lowell & Andover R. R. . . . .	52,500.00	
Portsmouth & Dover R. R. . . . .	46,140.00	
Massawippi Val. R. R. . . . .	38,000.00	
Pemigewasset Valley R. R. . . . .	32,790.00	
Concord & Portsmouth R. R. . . . .	25,000.00	
Eastern Railroad in New Hampshire . . . . .	22,500.00	
Stony Brook R. R. . . . .	21,500.00	
Wilton R. R. . . . .	20,400.00	
Peterborough R. R. . . . .	15,700.00	
Suncook Valley R. R. . . . .	14,700.00	
Kennebunk & Kennebunkport R. R. . . . .	2,925.00	
New Boston R. R. . . . .	2,800.00	
	<u>\$3,198,927.61</u>	
Newport & Richford R. R., \$17,500, sublet to Canadian Pacific R. R., \$18,000; credit . . . . .	500.00	
	<u>\$3,198,427.61</u>	
Total deductions from income . . . . .		\$5,291,501.48
Net income . . . . .		<u>\$1,337,896.44</u>
Sinking fund payments account Eastern R. R. bonds . . . . .	\$17,316.25	
Sinking fund payments account Boston & Maine R. R. bonds . . . . .	51,285.00	
*Dividends declared, 6 per cent on preferred stock . . . . .	188,988.00	
*Dividends declared, 6 per cent on common stock . . . . .	1,045,014.00	
Total . . . . .		1,302,603.25
Surplus for year ending June 30, 1897 . . . . .		<u>\$35,293.19</u>
* Oct. 1, 1896, 1½ per cent on 174,169 shares, common . . . . .	\$261,253.50	
Jan. 1, 1897, 1½ per cent on 174,169 shares, common . . . . .	261,253.50	
April 1, 1897, 1½ per cent on 174,169 shares, common . . . . .	261,253.50	
July 1, 1897, 1½ per cent on 174,169 shares, common . . . . .	261,253.50	
	<u>\$1,045,014.00</u>	
Sept. 1, 1896, 3 per cent on 31,498 shares, preferred . . . . .	\$94,494.00	
Mar. 1, 1897, 3 per cent on 31,498 shares, preferred . . . . .	94,494.00	
	<u>\$188,988.00</u>	

Balance profit and loss account, June 30, 1897, surplus . . . . .	\$1,677,157.54
Total profit and loss account, surplus . . .	\$1,712,450.73
<b>EARNINGS FROM OPERATION.</b>	
Passenger revenue . . . . .	\$8,658,283.60
Less repayments:	
Tickets redeemed . . . . . \$12,657.33	
Excess fares refunded . . . . . 99,348.05	
Other repayments . . . . . 8,000.00	
Total deductions . . . . .	120,005.38
Total passenger revenue . . . . .	\$8,538,278.22
Mail . . . . .	323,572.48
Express . . . . .	614,451.58
Extra baggage and storage . . . . .	104,949.18
Total passenger earnings . . . . .	\$9,581,251.46
Freight revenue . . . . . \$10,075,523.59	
Less overcharge to shippers . . . . . 100,087.68	
Total freight revenue . . . . . \$9,975,435.91	
Other items:	
Grain elevators . . . . . \$61,842.25	
Eastern transfer . . . . . 6,667.59	
	68,509.84
Total freight earnings . . . . .	10,043,945.75
Total passenger and freight earnings . . .	\$19,625,197.21
Other earnings from operation:	
Telegraph companies . . . . . \$4,557.48	
Rents from tracks, yards, and ter- minals . . . . . 11,091.61	
Total other earnings . . . . .	15,649.09
Total gross earnings from operation . . .	\$19,640,846.30
<b>OPERATING EXPENSES.</b>	
Maintenance of way and structures:	
Repairs of roadway . . . . .	\$1,312,884.35
Renewals of rails . . . . .	103,635.67
Renewals of ties . . . . .	377,538.89
Repairs of bridges and culverts . . . . .	221,525.30
Repairs of fences, road crossings, signs, and cattle guards . . . . .	97,322.25

Repairs of buildings . . . . .	\$368,908.66
Repairs of docks and wharves . . . . .	19,547.66
Repairs of telegraph . . . . .	5,689.18
Other expenses . . . . .	375.21
<b>Total . . . . .</b>	<b>\$2,507,427.17</b>
<b>Maintenance of equipment:</b>	
Repairs and renewals of locomotives, including \$114,910, account new locomotives . . . . .	\$605,664.02
Repairs and renewals of passenger cars, including \$155,736.98, account new passenger cars . . . . .	651,738.55
Repairs and renewals of freight cars, including \$63,004.54, account new freight cars . . . . .	551,140.32
Shop, machinery, tools, etc. . . . .	60,944.08
Other expenses . . . . .	295.69
<b>Total . . . . .</b>	<b>\$1,869,782.66</b>
<b>Conducting transportation:</b>	
Wages of enginemen, firemen, and roundhouse-men . . . . .	\$1,220,923.02
Fuel for locomotives . . . . .	1,674,839.01
Water supplies for locomotives . . . . .	85,884.71
All other supplies for locomotives . . . . .	40,560.24
Wages of other trainmen . . . . .	1,093,508.42
All other train supplies . . . . .	150,834.42
Wages of switchmen, flagmen, and watchmen . . . . .	702,129.10
Expense of telegraph, including train dispatchers and operators . . . . .	215,101.69
Wages of station agents, clerks, and laborers . . . . .	2,035,207.02
Station supplies . . . . .	215,825.60
Car mileage, balances . . . . .	305,924.06
Loss and damage . . . . .	50,375.55
Injuries to persons . . . . .	290,851.96
Steamboats, expenses of, including wages, fuel, and supplies . . . . .	3,459.53
Other expenses . . . . .	7,131.61
<b>Total . . . . .</b>	<b>\$8,099,555.94</b>
<b>General expenses:</b>	
Salaries of officers . . . . .	\$163,920.51
Salaries of clerks . . . . .	253,387.86
General office expenses and supplies . . . . .	42,316.69
Advertising . . . . .	68,066.12
Insurance . . . . .	110,785.02
Expense of fast freight lines . . . . .	19,961.59
Rents for tracks, yards, and terminals . . . . .	51,848.58
Rentals not otherwise provided for . . . . .	18,100.00
Legal expenses . . . . .	122,078.27
Stationery and printing . . . . .	142,125.30
Other general expenses . . . . .	94,915.96
<b>Total . . . . .</b>	<b>\$1,087,505.90</b>



Recapitulation of expenses:		
Maintenance of way and structures . . . .		\$2,507,427.17
Maintenance of equipment . . . . .		1,869,782.66
Conducting transportation . . . . .		8,099,555.94
General expenses . . . . .		1,087,505.90
Grand total . . . . .		<u>\$13,564,271.67</u>
Percentage of operating expenses to earnings .		69.062
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Grading and masonry . . . . .		\$3,490.68
Bridging . . . . .		1,784.49
Lands, land damages, and fences . . . . .		13,734.04
Elimination grade crossings . . . . .		23,675.87
		<u>\$42,685.08</u>
Credit:		
Superstructure, including rails . . . . .	\$3,183.70	
Passenger and freight stations, woodsheds, and water-stations . . . . .	13,766.60	
Engineering, agencies, salaries, and other expenses during construction . . . . .	11.25	
		<u>16,961.55</u>
Total for construction . . . . .		<u>\$25,723.53</u>
Other expenses charged to property account:		
Bonds of St. Johnsbury & Lake Champlain R. R. . . . .	\$76,000.00	
Capital stock of the Newburyport R. R., 8 shares . . . . .	24.00	
Capital stock of Concord & Clare- mont, N. H., R. R., 30 shares . . . . .	600.00	
Somerville, marsh land . . . . .	57,300.81	
Land in Northampton, Mass. . . . .	21,980.00	
Land in Charlestown, Mass. . . . .	16,500.00	
Land in Lynn, Mass. . . . .	12,350.19	
Land in Marblehead, Mass. . . . .	8,606.74	
Land in Portsmouth, N. H. . . . .	4,295.70	
Land in Peabody, Mass. . . . .	2,126.25	
Land in Manchester, Mass. . . . .	110.00	
Land in Dover, N. H. . . . .	100.00	
		<u>199,993.69</u>
Total charges to property accounts . . . .		<u>\$225,717.22</u>
Land transferred to construction accounts of owned and leased roads . . . . .		18,954.95
Net addition to property account for the year		<u>\$206,762.27</u>

GENERAL BALANCE SHEET.		
Cost of road . . . . .		\$32,294,884.74
Cost of equipment . . . . .		4,583,149.91
Bonds of:		
Newburyport R. R. . . . .	\$298,464.95	
Danvers R. R. . . . .	125,000.00	
St. Johnsbury & Lake Champlain R. R. . . . .	260,000.00	
Central Massachusetts R. R. . . . .	100,000.00	
		783,464.95
Stock of:		
Maine Central R. R., 25,160 shares	\$2,516,000.00	
Boston & Maine R. R., 13,214 sh'rs	1,585,755.91	
Portland & Rochester R. R., 4,821 shares . . . . .	482,050.00	
York Harbor & Beach R. R., 4,971 shares . . . . .	248,550.00	
Portland & Ogdensburg R. R., 3,952 4-10 shares . . . . .	146,238.80	
Franklin & Tilton R. R., 1,250 sh's	125,000.00	
Portland Union R'y Station Co., 250 shares . . . . .	25,000.00	
Portland, Mt. D. & M. S. B. Co., 300 shares . . . . .	15,000.00	
Portland, Saco & Portsmouth R. R., 35 shares . . . . .	4,375.00	
St. Johnsbury & Lake Champlain R. R., 809 shares . . . . .	4,303.56	
Newburyport R. R., 1,368 shares . . . . .	4,104.00	
Danvers R. R., 471 shares . . . . .	2,345.00	
Eastern R. R. in N. H., 15 shares . . . . .	900.00	
St. Johnsbury Building & R'y Ex- tension Co., 240 shares . . . . .	684.00	
Portsmouth & Dover R. R., 3 sh'rs . . . . .	390.00	
Concord & Claremont, N. H., R. R., 30 shares . . . . .	600.00	
		5,161,296.27
Lands in:		
Real estate in Nashua, N. H. . . . .	\$215,197.55	
Somerville, Mass. . . . .	356,678.71	
Charlestown . . . . .	104,957.06	
Northampton . . . . .	84,432.00	
Lynn . . . . .	66,577.87	
Bar Harbor, Me. . . . .	45,104.37	
Saco & Biddeford, Me. . . . .	20,000.00	
East Boston, Mass. . . . .	20,625.00	
Portland, Me. . . . .	17,667.50	
Dover, N. H. . . . .	8,983.69	
Marblehead, Mass. . . . .	8,606.74	
Old Orchard, Me. . . . .	7,648.52	
Melrose Highlands, Mass. . . . .	6,000.00	
Beverly, Mass. . . . .	5,974.25	
Portsmouth, N. H. . . . .	4,725.70	

Lowell, Mass. . . . .	\$4,613.80	
Wakefield, Mass. . . . .	3,300.00	
Manchester, Mass. . . . .	3,825.00	
Newburyport, Mass. . . . .	2,750.00	
Peabody, Mass. . . . .	2,726.25	
Chelmsford, Mass. . . . .	1,500.00	
Richford and Troy, Vt. . . . .	1,000.00	
Marlborough, N. H. . . . .	65.00	
		\$992,959.01
Steamer Mt. Washington and wharves . . . . .	\$73,455.32	
Richford, Vt., elevator . . . . .	52,261.43	
		125,716.75
Total permanent investments . . . . .		\$43,941,471.63
Cash . . . . .	\$1,453,638.84	
Bills receivable . . . . .	865,720.01	
Due from agents . . . . .	752,733.84	
Due from solvent companies and other individuals . . . . .	2,553,105.60	
Total cash and current assets . . . . .		5,625,198.29
Other assets:		
Materials and supplies . . . . .	\$1,767,086.42	
Sinking fund . . . . .	705,822.76	
Elimination grade crossings in process . . . . .	430,157.67	
Central Mass. construction, etc. . . . .	326,160.30	
Total other assets . . . . .		3,229,227.15
Total . . . . .		\$52,795,897.07
Capital stock, common:		
Boston & Maine . . . . .	\$18,738,300.00	
Boston & Me. scrip . . . . .	816.72	
Eastern . . . . .	83.28	
	\$18,739,200.00	
Capital stock, preferred . . . . .	3,149,800.00	
Total capital stock . . . . .		\$21,889,000.00
Funded debt . . . . .		21,477,280.21
Real estate mortgages . . . . .		597,800.00
Current liabilities:		
Audited vouchers and accounts . . . . .	\$961,356.18	
Wages and salaries . . . . .	346,993.26	
Net traffic balances due other companies . . . . .	343,359.49	
Dividends not called for . . . . .	21,255.25	

Matured interest coupons unpaid (including coupons due July 1)	\$163,828.87	
Rentals due July 1 . . . . .	957,813.16	
Concord & Montreal improvement fund . . . . .	670,981.25	
Total current liabilities . . . . .		\$3,465,587.46
Accrued liabilities:		
Accrued rentals not yet due . . . . .	\$273,580.61	
Accrued interest not yet due . . . . .	418,581.26	
Accrued taxes not yet due . . . . .	183,000.13	
Total accrued liabilities . . . . .		875,162.00
Accounts due leased r'ds at termination of leases		1,162,405.38
Suspense account . . . . .		760,388.53
Injury fund . . . . .		150,000.00
Profit and loss balance . . . . .		1,712,450.73
Sinking fund:		
Redemption Boston & Maine R. R. bonds . . . . .	\$704,930.61	
Redemption Eastern R. R bonds . . . . .	892.15	
		705,822.76
Total . . . . .		\$52,795,897.07
<b>PRESENT OR CURRENT LIABILITIES NOT INCLUDED IN THIS BALANCE SHEET.</b>		
Bonds of Portland Union Ry. Station Co., principal and interest guaranteed by Boston & Maine and Maine Central Railroads . . . . .		\$300,000.00
Bonds of St. Johnsbury & Lake Champlain R. R., principal and interest guaranteed by Boston & Maine R. R. . . . .		1,328,000.00
Interest guaranteed on bonds of Portland & Rochester R. R., \$113,500.		
Interest guaranteed on bonds of Manchester & Lawrence R. R., \$274,000.		
Total, not included in balance sheet . . . . .		\$1,628,000.00
<b>CAPITAL STOCK.</b>		
Capital stock authorized by charter	\$22,247,600.00	
Capital stock authorized by votes of company . . . . .	21,904,000.00	
Capital stock issued, common (187,383 shares) . . . . .		\$18,738,300.00
preferred (31,498 shares) . . . . .		3,149,800.00
Boston & Maine scrip convertible into st'k at par		816.72
Amount paid in on Eastern R. R. stock to be exchanged for Boston & Maine common . . . . .		83.28
Total am't paid in as per books of company		\$21,889,000.00

Total number stockholders . . . . .	6,402	
Number of stockholders in N. H. . . . .	1,352	
Amount of stock held in N. H. . . . .	\$3,158,100.00	
Total number holders common stock . . . . .		5,795
Total number holders common stock in N. H. . . . .		1,267
Total number holders preferred stock . . . . .		607
Total number holders preferred stock in N. H. . . . .		85
Amount of common stock held in N. H. . . . .		\$3,001,500.00
Amount of preferred stock held in N. H. . . . .		156,600.00

## FUNDED DEBT.

Bonds due Jan. 1, 1944; rate of interest, 4½ % . . . . .	\$6,000,000.00
Interest paid on same during year \$269,662.50 . . . . .	
Bonds due August 1, 1942; rate of interest, 4 % . . . . .	2,500,000.00
Interest paid on same during year \$99,860.00 . . . . .	
Improvement bonds due Feb. 2, 1905; rate of interest, 4 % . . . . .	1,000,000.00
Interest paid on same during year \$40,000.00 . . . . .	
Improvement bonds due Feb. 1, 1907; rate of interest, 4 % . . . . .	500,000.00
Interest paid on same during year \$20,000.00 . . . . .	
Improvement bonds due Feb. 1, 1937; rate of interest, 4 % . . . . .	1,919,000.00
Interest paid on same during year \$76,760.00 . . . . .	
Eastern R. R. certificates of indebtedness, United States gold, due Sept. 1, 1906; rate of interest, 6 % . . . . .	7,001,000.21
Interest paid on same during year \$422,685.00 . . . . .	
Eastern R. R. certificates of indebtedness, sterling, 320,000, due Sept. 1, 1906; rate of interest, 6 % . . . . .	1,557,280.00
Interest paid on same during year \$93,436.80 . . . . .	
Portsmouth, Great Falls & Conway R. R. bonds, due June 1, 1937; rate of interest 4½ % . . . . .	998,000.00
Interest paid on same during year \$44,696.25 . . . . .	
*Portsmouth, Great Falls & Conway R. R. bonds, due Dec. 1, 1892; rate of interest, 4½ % . . . . .	2,000.00
Interest paid on same during year \$0.00 . . . . .	
Total amount of funded debt . . . . .	\$21,477,280.21

## PASSENGER, FREIGHT, AND TRAIN MILEAGE.

## Passenger traffic:

Number of passengers carried earning revenue . . . . .	32,658,341
Number of passengers carried one mile . . . . .	483,987,417
Average of distance carried . . . . .	14.82

\*The \$2,000 of old 7 per cent bonds have not yet been presented for exchange for the new bonds due January 1, 1937.

Total passenger revenue . . . . .	\$8,538,278.22
Average amount rec'd from each passenger . . . . .	.26144
Average receipts per passenger per mile . . . . .	.01764
Passenger earnings per mile of road . . . . .	5,577.86
Passenger earnings per train mile . . . . .	1.17658
<b>Freight traffic:</b>	
Number of tons carried of freight earning revenue . . . . .	9,892,705
Number of tons carried one mile . . . . .	688,011,072
Average distance haul of one ton . . . . .	69.547
Total freight revenue . . . . .	\$9,975,435.91
Average amount rec'd for each ton of freight . . . . .	1.00836
Average receipts per ton per mile . . . . .	.01450
Freight earnings per mile of road . . . . .	5,847.22
Freight earnings per train mile . . . . .	1.86366
<b>Train mileage:</b>	
Miles run by passenger trains . . . . .	8,143,335
Miles run by freight trains . . . . .	5,389,361
Total mileage trains earning revenue . . . . .	13,532,696
Miles run by switching trains . . . . .	3,085,636
Miles run by construction and other trains . . . . .	436,841
Total train mileage . . . . .	17,055,173
Average number of persons employed . . . . .	14,690
<b>RATES OF FARE.</b>	
Average rate of fare per mile received for local tickets . . . . .	1.747 cents
Average rate of fare per mile received for commutation tickets, within suburban circuit (Boston) . . . . .	1 to 2 "
Average rate of fare per mile received for commutation tickets, outside suburban circuit (Boston) . . . . .	2 to 2 1/4 "
Average rate of fare per mile received for mileage tickets (500-mile, 2 1/4 cents; 1,000-mile, 2 cents) . . . . .	2 "
Average rate of fare per mile received for season tickets . . . . .	.00688
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies . . . . .	.01892
<b>RATES OF FREIGHT.</b>	
Average rate per ton per mile received from freight way-billed local . . . . .	.02219
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies . . . . .	.00959

DESCRIPTION OF ROAD OWNED.		
Main line of road from Boston to Portland . . . . .	115.31 miles.	
Main line of road from Boston to New Hampshire state line . . . . .	41.45 "	
Main line of road from Conway Junction to North Conway, N. H. . . . .	73.37 "	
		230.13 miles
Main line of road in New Hampshire . . . . .		105.20 "
Main line of road in Massachusetts . . . . .		78.01 "
Main line of road in Maine . . . . .		46.92 "
Double track on main line . . . . .		120.62 "
Same in New Hampshire . . . . .		24.83 "
Third track on main line . . . . .		.83 "
Branches owned by company, viz:		
Medford (double track) . . . . .		2.00 "
Methuen (single track, 2.75; double track, 1.00) . . . . .		3.75 "
Somersworth (single track) . . . . .		2.75 "
Orchard Beach (single track) . . . . .		3.27 "
East Boston (single track, 1.91; double track, 1.56) . . . . .		3.47 "
Charlestown (double track) . . . . .		1.09 "
Saugus (double track) . . . . .		9.55 "
Swampscott (single track, 3.44; double track, .52) . . . . .		3.96 "
Marblehead, (single track) . . . . .		3.52 "
Lawrence, Eastern division (single track, 18.55; double track, 1.64) . . . . .		19.89 "
South Reading (single track) . . . . .		8.12 "
Gloucester (single track, 7.95; double track, 8.89) . . . . .		16.94 "
Essex (single track) . . . . .		6.00 "
Asbury Grove (single track) . . . . .		1.06 "
Salisbury (single track) . . . . .		3.79 "
Dover & Winnipisseogee (single track) . . . . .		29.00 "
Wolfeborough (single track) . . . . .		12.03 "
Chelsea Beach (single track, .85; double track, 2.49) . . . . .		3.34 "
Newburyport City (single track) . . . . .		1.97 "
West Amesbury (single track) . . . . .		4.45 "
Total length of branches owned by company . . . . .		139.95 miles
Total length of branches owned by company in New Hampshire . . . . .		46.10 "
Total length of branches owned by company in Massachusetts . . . . .		90.58 "
Total length of branches owned by company in Maine . . . . .		3.27 "
Double track on branches . . . . .		28.84 "
Total road belonging to this company . . . . .		370.08 "
Sidings and other tracks not before enumerated . . . . .		233.26 "
Same in New Hampshire (Decrease in length of side-tracks over last year, on account remeasurements.) . . . . .		42.56 "

Total length of track owned, computed as single track . . . . .	753.63 miles
Same in New Hampshire . . . . .	218.69 "
Total length of tracks laid with steel rails . . . . . (Weights per yard, 60 to 79 lbs.)	677.56 "
<i>Roads and branches belonging to other companies, operated by this company under lease or contract, the operations of which are included in this return.</i>	
Concord & Montreal R. R. and branches . . . . .	416.66 miles
Worcester, Nashua & Rochester R. R. . . . .	94.48 "
Eastern R. R. in New Hampshire . . . . .	16.08 "
Portland, Saco & Portsmouth R. R. . . . .	50.76 "
Portsmouth & Dover R. R. . . . .	10.88 "
Danvers R. R. . . . .	9.26 "
Newburyport R. R. . . . .	26.98 "
Lowell & Andover R. R. . . . .	8.73 "
Manchester & Lawrence R. R. . . . .	22.39 "
Kennebunk & Kennebunkport R. R. . . . .	4.50 "
Boston & Lowell R. R. and branches . . . . .	96.95 "
Nashua & Lowell R. R. . . . .	14.50 "
Stony Brook R. R. . . . .	13.16 "
Wilton R. R. . . . .	15.50 "
Peterborough R. R. . . . .	10.50 "
Manchester & Keene R. R. . . . .	29.59 "
Central Massachusetts R. R. . . . .	98.77 "
Connecticut & Passumpsic Rivers R. R. . . . .	110.30 "
Massawippi Valley R. R. . . . .	38.26 "
Northern R. R. . . . .	82.91 "
Concord & Claremont, N. H., R. R., and branches . . . . .	70.90 "
Peterborough & Hillsborough R. R. . . . .	18.51 "
Connecticut River R. R. and branches . . . . .	79.85 "
Trackage rights . . . . .	7.23 "
Total length of above roads . . . . .	1,347.65 miles
Total length of above roads in New Hampshire . . . . .	762.02 "
585.63 miles	
Worcester, Nashua & Rochester R. R. in Massachusetts . . . . .	39.46 miles
Danvers R. R. in Massachusetts . . . . .	9.26 "
Newburyport R. R. in Massachusetts . . . . .	26.98 "
Lowell & Andover R. R. in Massachusetts . . . . .	8.73 "
Boston & Lowell R. R. and branches in Massachusetts . . . . .	96.95 "
Nashua & Lowell R. R. in Massachusetts . . . . .	9.25 "
Stony Brook R. R. in Massachusetts . . . . .	13.16 "
Central Massachusetts R. R. in Massachusetts . . . . .	98.77 "
Connecticut River R. R. and branches in Massachusetts . . . . .	55.93 "
Nashua, Acton & Boston R. R. (Concord & Montreal R. R.) in Massachusetts . . . . .	15.14 "



Trackage rights, North Acton to Concord Junction, in Massachusetts . . . . .	4.21 miles
	377.84 miles
Portland, Saco & Portsmouth R. R. in Maine . . . . . 50.76 miles	
Kennebunk & Kennebunkport R. R. in Maine . . . . . 4.50 "	55.26 "
Northern R. R. in Vermont . . . . . 24 miles	
Connecticut River R. R. in Vermont . . . . . 71 "	
Connecticut & Passumpsic Rivers R. R. in Vermont . . . . . 110.30 "	111.25 "
Massawippi Valley R. R. in Canada 38.26 miles	
Trackage rights, Lennoxville to Sherbrooke . . . . . 3.02 "	41.28 "
Total length of above roads in other states, specifying each . . . . .	585.63 miles
Total miles of road operated by this company . . . . .	1,717.73 miles
Total miles of road operated by this company in New Hampshire . . . . .	913.32 "
Number of stations in New Hampshire, on all roads operated by this company . . . . .	296
Number of telegraph offices in same . . . . .	181
Number of stations on all roads owned by this company . . . . .	179
Same in New Hampshire . . . . .	48

## EQUIPMENT.

	Number owned.	Number leased.	Total number.	Maximum weight, tons.	Average weight, tons.	Number equipped with train brake.	Number equipped with driving-wheel brake.	Number equipped with patent coupler.
Passenger locomotives .....	148	148	296	.....	.....	291	.....	.....
Freight " .....	117	108	225	.....	.....	198	.....	.....
Other " .....	63	76	139	..	.....	46	.....	.....
Total .....	328	332	660	62	41	535	431	.....
Passenger cars .....	523	*303	826	.....	.....	826	.....	826
Combination cars .....	74	100	174	.....	.....	174	.....	174
Baggage, mail, and express cars...	125	*82	207	.....	.....	207	.....	207
Parlor cars .....	.....	9	9	.....	.....	9	.....	9
Directors' and pay cars .....	3	1	4	.....	.....	4	.....	4
Total .....	725	495	1,220	.....	.....	1,220	.....	1,220
Box freight cars (basis of 8 wheels)	1,956	2,661	4,617	.....	.....	2,042	.....	2,613
Flat freight cars .....	1,306	2,995	4,301	.....	.....	1,337	.....	1,335
Coal freight cars .....	961	925	1,886	.....	.....	268	.....	333
Stock freight cars .....	61	.....	61	.....	.....	20	.....	30
Other freight cars, including log-	3	80	83	.....	.....	.....	.....	.....
ging trucks .....	30	.....	30	.....	.....	30	.....	30
Refrigerator cars .....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	4,317	6,661	10,978	.....	.....	3,722	.....	4,941
Derrick cars in company's service.	47	.....	47	.....	.....	13	.....	13
Caboose cars .....	159	96	255	.....	.....	33	.....	67
Other road cars .....	144	18	162	.....	.....	13	.....	24
Air brake instruction car .....	.....	1	1	.....	.....	1	.....	1
Total .....	350	115	465	.....	.....	60	.....	105
Snow plows .....	41	27	68	.....	.....	.....	.....	.....

Number of cars in passenger equipment with 8 wheels fitted with brakes for all wheels, 1,220.

Number of cars in passenger equipment with 12 wheels fitted with brakes for all wheels, 0.

\* Includes 10 passenger and 4 baggage cars, 30.50 per cent of which are owned by Boston & Lowell R. R., 37.83 per cent by Concord & Montreal R. R. and 31.67 per cent by Canadian Pacific Railway.

## LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire.)		From their own misconduct or carelessness (in New Hampshire.)		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	1	10	1	3	2	13	5	32
Employees	4	6	9	28	13	34	26	165
Others.....		1	16	21	16	22	74	100
Total ...	5	17	26	52	31	69	105	306

## STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

July 1. At Enfield, Jerry Hopkins, brakeman, fell from car and had both legs crushed.

July 4. At Lakeport, Herbert W. Hayford, while attempting to board moving train, fell and had his knee injured.

July 6. At Contoocook, W. C. Noyes, employee, fell under train and had both legs crushed off below the knee.

July 15. At Milton, body of unknown man was found on track; supposed to have been struck by train during the night.

July 16. At Portsmouth, James Cate and wife were walking on track and were struck by train. Mr. Cate was instantly killed, and Mrs. Cate was seriously injured.

July 20. At Enfield, L. J. Berry, brakeman, while riding on car struck overhead bridge and cut his head.

July 30. At Dover, Fred H. Chase was driving when his horse took fright at escaping air from train pipes, ran against switch stand, throwing Mr. Chase against top of wagon, severely injuring his head.

July 30. At East Concord, Charles E. Noyes, employee, had right arm and two or three ribs broken by claw bar, which, being left beside track, was struck by train and thrown against Noyes.

August 9. At Manchester, Miss Nora Gorman, in attempting to cross track in front of train, was struck by engine and instantly killed.

August 12. At Salmon Falls, Patrick Hardiman, trespasser, sitting on station platform as train was passing, fell under and was instantly killed.

August 13. At Hedding, Ernest Danascoder, boy, trespasser on track, was struck by engine and fatally injured.

August 16. At Hampton, William G. Miller, brakeman, riding on car, struck overhead bridge and was thrown off car and seriously injured.

August 20. At Dover, F. C. Norton, trespasser, while stealing a ride was slightly injured.

August 27. At Concord, Reuben Craig, passenger, fatally injured in collision at Concord.

August 27. At Concord, Edward Hoyt and Henry Fitzpatrick, employees, were seriously injured in collision of freight and passenger trains.

August 27. At Concord, James Longa, Edward Longa, George Watson, John A. Milnes, W. P. R. Estes, James Center, Clark Waters, Charles A. Frost, and John L. Corliss, passengers, were seriously injured in collision.

September 6. At Nashua, Samuel W. Doyle, brakeman, was found dead under freight car with one arm crushed. Particulars unknown.

September 5. At Dover, George A. Foss and Mrs. Annie W. Foss were driving under Broadway bridge when horse became frightened by train, and they were thrown from carriage, receiving slight injuries.

September 8. At Hancock, B. Roby, brakeman, while setting brake, slipped and fell off car, injuring his back and hip.

September 21. At Nashua, C. O. Dissmore, employee, riding on flat car, fell off and was run over and instantly killed.

September 22. At Manchester, A. P. Scott, brakeman, while coupling, was caught between drawbars and internally injured.

October 3. At West Concord, J. B. Goldsmith was driving across track at Prison crossing when he was struck by train and somewhat injured.

October 5. At Hampton, George Saunders, trespasser on track, was struck by engine and fatally injured.

October 7. At Concord, George L. Robbins, brakeman, climbing between cars, was caught and both feet somewhat injured.

October 8. At Concord, J. Trenton, employee, in stepping behind car to change link, stubbed his toe and fell on track, was run over and killed.

October 10. At Nashua, George Baraby, brakeman, while coupling, had his thumb and finger jammed.

October 12. At Wing Road, G. M. Gale, conductor, stepping from one car to another, fell under train, was run over and seriously injured.

October 12. At Manchester, C. L. Rogers, brakeman, in stepping out after making a coupling, was caught by a passing car on next track. His chest was bruised and back ribs broken.

October 16. At Mast Yard, C. E. Stone, brakeman, struck overhead bridge and was thrown from train and killed.

October 16. At Wentworth, Edward M. Shea, employee, was run over and fatally injured.

October 18. At Wentworth, C. H. Rollins, brakeman, was instantly killed in derailment of train near Wentworth.

October 17. At Nashua, Isaac Boudseau, brakeman, while coupling was caught and jammed through the body.

October 19. At Lebanon, Mrs. Peter Bill and her two children, Napoleon and Rosanna, were driving across track at Baker's crossing when struck by engine and badly injured.

October 23. At Woodsville, John L. Avan, trespasser on track in Woodsville yard, was struck by engine and killed.

November 5. At Rochester, John Bowers, brakeman, while coupling, was caught and jammed through the body.

November 14. At Derry, Joseph Ward was found on track about a quarter of a mile from depot with his head badly cut. It is supposed he fell from train.

November 20. At Peterborough, Albert L. Felch, brakeman, while cutting off a car, was run over by same and fatally injured.

November 24. At Lancaster, E. H. Whitchee, freight conductor, in getting off train, fell and his arm was run over and crushed below elbow.

November 26. At Woodsville, Fred E. Baker, yard conductor, while coupling cars, jammed his fingers between the drawbars.

November 25. At Woodsville, E. A. Sutor, brakeman, while coupling, had his right hand jammed.

November 30. At Woodsville, A. G. Olney, employee, slipped off engine, was run over, and his leg cut off below the knee.

November 30. At Concord, P. W. Burnham, engineer, slipped off engine on pile of rail, and injured his hip.

November 24. At Woodsville, D. Bergeron, brakeman, while coupling, had one finger crushed.

December 2. At Franklin, Mrs. Lettie Paddleford, passenger, fell over a valise in car and slightly injured her side.

December 4. At Madbury, body of unknown man was found on track about a mile west of station. Supposed to have been struck by train.

December 8. At Nashua, Antonio Casista, trespasser, was run over by shifter and the toes of his left foot cut off. Supposed he was trying to get on moving freight car.

December 14. At Concord Junction, Bernard Logan, brakeman, was thrown off flat car by reason of other cars striking it, and his spine was injured.

December 18. At Wing road, H. Putnam, brakeman, riding on car, fell off same, was run over and killed.

January 23, 1897. At Concord, C. A. Baker, brakeman, while on rear end of car examining brake, struck switch stand at end of coal shed, cutting his forehead and breaking his nose.

January 22. At Manchester, Joseph Martin, trespasser on track in yard, was struck by engine and his head cut.

January 26. At Nashua, B. Hanson, while crossing track at Wood's Mill private crossing, was struck by engine and instantly killed.

February 1. At Rollinsford, unknown man, trespasser on track, was struck by engine and instantly killed.

February 3. At Manchester, August Stromborg was struck by train, while attempting to cross track, and instantly killed.

February 10. At Derry, Henry Raiche, trespasser, while coupling, was caught between drawbars and had three fingers jammed.

February 12. At Manchester, D. E. Blake, brakeman, while coupling engine to car, was caught between drawbars.

February 13. At Manchester, John St. John, passenger, jumped from moving train and was fatally injured.

March 3. At Woodsville, George Henry, brakeman, was thrown from top of car and his leg and hip somewhat injured.

March 9. At Franklin Junction, George W. Minard, trespasser, in attempting to get on moving freight train, fell under same and was run over and instantly killed.

March 20. At Whitefield, John T. Roberts, brakeman, while stepping from one car to another, slipped and fell under train and was fatally injured.

March 24. At Merrimack, unknown man was found dead beside track; supposed to have been stealing a ride and fell under train.

March 30. At Atkinson, James H. Carey, trespasser, was struck while walking on track, and was seriously injured.

April 1. At Nashua, Fred Rhoades, truckman, had arm broken while loading machinery into freight car at Nashua.

April 1. At Elmwood, F. A. Gray, brakeman, and E. M. Barnes, express messenger, were walking behind truck, when it rolled off platform of station onto track, and was struck by engine, throwing it against these men, injuring Mr. Gray about the hip, and Mr. Barnes about the face.

April 19. At Portsmouth, unknown man walking on track, was struck by engine and instantly killed.

April 19. At Hooksett, J. J. Conley, brakeman, while riding on train in yard, struck switch stand and somewhat injured his head.

April 22. At Portsmouth, Matthew Lee, trespasser, riding on night freight train, fell off and was found beside track next morning with his skull injured.

April 30. At Rollinsford, M. Defour, trespasser, walking on track, was struck by engine and slightly injured.

May 6. At Nashua, W. F. Smith, brakeman, while coupling, had his right hand crushed between drawbars.

May 4. At Nashua, P. Jennett, brakeman, while coupling, had two fingers badly jammed between drawbars.

May 12. At Nashua, Joseph Bellevance, brakeman, while coupling, had his right hand caught and three fingers jammed.

May 7. At Portsmouth, unknown woman, passenger, in getting off train fell on station platform. Injury very slight.

May 9. At Woodsville, Arthur Stone, employee, fell from top of freight car and somewhat injured his back.

May 11. At Portsmouth, Ray Miles, boy 7 years of age, stealing a ride on flat car, fell off same and was run over and his leg crushed below the knee.

May 12. At Whitefield Junction, Henry Belware, trespasser, walking on track, was struck by engine and his leg broken and jaw injured.

May 18. At Groveton Junction, Joseph Gilbert, trespasser, walking on track, was struck by engine and instantly killed.

May 19. At Nashua, Arthur Twombly, passenger, jumped from moving train and fell, injuring his head.

May 21. At Franklin, Frank C. Aiken, trespasser, stealing a ride on freight train, fell off same and was badly bruised about the body.

May 29. At Bethlehem, Thomas McKeagh, employee, fell off flat car and was fatally injured.

June 1. At Manchester, C. H. Russell, trespasser, was found beside track and fatally injured. Supposed to have been trying to get on moving train and fell under.

June 4. At Goffe's Falls, Ola Manning was found beside track with his arm and leg crushed. He said he fell from circus train.

June 10. C. E. Rankin, Elmer Chandler, and Asa Young, employees, were killed in derailment at Exeter, and D. King, fireman, was badly scalded.

June 18. At Manchester, J. M. Robinson, employee, fell from top of car and somewhat injured his head.

June 28. At Concord, E. E. Nash, brakeman, while coupling his hand was caught and somewhat jammed.

## GENERAL INFORMATION.

*Highway and railroad crossings in New Hampshire  
on miles of road \*operated.*

Number of crossings on highways at grade . . .	919
Number of crossings on highways over railroad . . .	85
Number of crossings on highways under railroad . . .	75
Number of highway bridges 18 feet above track . . .	44
Number of highway bridges less than 18 feet above track . . .	41
Height of lowest bridge above the rails . . .	14 ft. 7¼ in.
Number of crossings at which gates or flagmen are maintained: Gates and bells, 2; gates, 41; flag, 84 . . .	127
Number of crossings where there are neither signals nor flagmen . . .	792
Number of railroad crossings at grade . . .	15
Namely:	
Western division and Concord & Portsmouth, Rockingham Junction.	
Portsmouth, Great Falls & Conway and Portland & Rochester, Rochester.	
Dover & Winnepesaukee and Worcester, Nashua & Portland, Rochester.	
Worcester, Nashua & Portland and Nashua & Lowell, Nashua.	
Worcester, Nashua & Portland and Nashua & Acton, Nashua.	
Worcester, Nashua & Portland and main line Southern division, Nashua.	
Worcester, Nashua & Portland and Manchester & Lawrence, Windham Junction.	
Worcester, Nashua & Portland and Concord & Portsmouth, Epping.	
Nashua & Lowell and Nashua & Acton, Nashua.	
White Mountain division and Maine Central, Fabyan's.	
White Mountain division and Maine Central, Coös Junction.	
White Mountain division and Maine Central, Scott's.	
Whitefield & Jefferson and Maine Central, Whitefield Junction.	
Whitefield & Jefferson and Maine Central, Waumbec Junction.	
Manchester & Keene and Peterborough & Hillsborough, Elmwood.	
Number of crossings over other railroads . . .	2
Namely:	
Western division over Northern division, Salmon Falls.	
Manchester & Keene over Cheshire R. R., Keene.	
Number of crossings under other railroads (Northern division under Western, Salmon Falls) . . .	1

\* This was changed from "owned" to "operated" at the suggestion of H. M. Putney in his letter of Aug. 11, 1897.

*New bridges of over ten feet span, built within the year, on roads operated in New Hampshire (including those replacing old structures and those built where none before existed).*

Location.	To replace.	Description.	Length of spans and number of tracks.
<b>Western Division:</b>			
Madbury .....	Framed trestle.	Plate girder...	45 ft., 1 track.
<b>Eastern Division:</b>			
Portsmouth .....	Wood truss.....	Wood truss....	33 ft., 1 track.
<b>Southern Division:</b>			
Greenland.....	Framed trestle.	Plate girder...	20 ft., 4 in., 1 track.
Goffe's Falls.....	Wood lattice...	Iron pin .....	656 ft., 10 in., 2 tracks.
<b>W. N. &amp; P. Division:</b>			
Russell's Station....	Braced stringer	Key'd stringer	56 ft., 3 in., 1 track.
<b>Northern Division:</b>			
Ossipee Center.....	Pile trestle.....	Pile trestle....	383 ft., 6 in., 1 track.
West Ossipee .....	" " .....	" " .....	57 ft., 7 in., 1 track.
North Conway.....	" " .....	Plate girder...	50 ft., 1 track.
Alton .....	Wood stringer.	" " .....	11 ft., 6 in., 1 track.
Lake Shore Park...	Pile trestle.....	Wood stringer	63 ft., 6 in., 1 track.
Gilford .....	Wood stringer.	" " .....	14 ft., 10 in., 1 track.
" .....	Pile trestle.....	Pile trestle....	100 ft., 3 in., 1 track.
Lakeport .....	" " .....	" " .....	42 ft., 6 in., 1 track.
" .....	" " .....	" " .....	46 ft., 1 track.
<b>Concord Division:</b>			
Sunapee.....	Wood stringer.	Wood stringer	18 ft., 6 in., 1 track.
Franklin .....	" " .....	" " .....	13 ft., 2 in., 1 track.
<b>White Mountain Div:</b>			
Franklin .....	Framed trestle.	Pratt truss ....	230 ft., 1 track.
Tioga .....	Pile trestle.....	Pile trestle....	98 ft., 1 track.
Landaff .....	Grade crossing	Rolled beams..	20 ft., 4 in., 1 track.
Lisbon.....	Wood stringer.	Keyed stringer	22 ft., 4 in., 1 track.
Lancaster .....	Pile trestle.....	Pile trestle....	104 ft., 1 track.
Bethlehem .....	Wood lattice...	Howe truss.....	130 ft., 6 in., 1 track.
" .....	" " .....	" " .....	51 ft., 1 track.
" .....	Queen truss....	" " .....	51 ft., 1 track.
Mt. Pleasant House	Pile trestle.....	Pile trestle....	95 ft., 1 track.



<i>Bridges on roads operated in New Hampshire.</i>	
Total length of pile and trestle bridging . . .	12,326 ft. 2 in.
Bridges abolished during the year:	
Manchester, Cemetery brook bridge. Fill, with stone culvert.	
Mt. Major, trestle, 34 feet, 6 inches. Fill, with stone filling.	
Belknap Point, pile trestle, 61 feet, 6 inches. Fill, with iron pipe culvert.	
Northville, wood lattice, 98 feet. Fill, by turning river.	
Northville, wood lattice, 99 feet. Fill, by turning river.	
Bridges extensively repaired:	
Western division:	
Exeter, Gunpowder river bridge, new ties.	
Eastern division:	
Hampton Falls, No. 52, new ties.	
Southern division:	
Manchester, Merrimack river bridge, North Weare bridge, freshet damage.	
Hooksett, Merrimack river bridge, Suncook loop, freshet damage.	
North Weare, Kyles's bridge strengthened.	
Worcester, Nashua & Portland division:	
West Rochester, new stringers and wall-plate.	
Marlborough, ravine viaduct, new ties.	
Keene, Cheshire bridge, new supporting bents.	
Northern division:	
North Conway, Saco river, new stringers and ties.	
Concord division:	
Letanon, Hogback bridge, new stringers and ties.	
Roby's, Reddington deck bridge, new stringers and ties.	
White Mountain division:	
Livermore Falls, bridge raised three feet.	
East Haverhill, four abutments built, Nos. 330 and 331.	
New Hampton, one abutment built, No. 221.	
Total amount expended for repairs and renewals of bridges . . . . .	\$221,525.36
Number of new ties laid in New Hampshire:	
Northern division:	
Main line . . . . .	39,464 ties
Wolfeborough branch . . . . .	5,108 "
Dover & Lakeport branch . . . . .	33,786 "
Somersworth branch . . . . .	1,605 "

<b>Concord division:</b>	
Main line . . . . .	67,365 ties
Bristol branch . . . . .	9,279 "
Concord & Claremont branch . . . . .	43,560 "
Peterborough & Hillsborough branch . . . . .	11,599 "
<b>Worcester, Nashua &amp; Portland division:</b>	
Worcester & Nashua . . . . .	5,157 "
Nashua & Rochester . . . . .	24,152 "
Nashua & Acton branch . . . . .	1,372 "
Nashua & Lowell . . . . .	5,641 "
Wilton . . . . .	6,850 "
Peterborough . . . . .	4,574 "
Manchester & Keene . . . . .	12,495 "
<b>White Mountain division:</b>	
Main line . . . . .	70,456 "
Tilton & Belmont . . . . .	1,952 "
Franklin & Tilton . . . . .	1,635 "
Pemigewasset Valley . . . . .	10,115 "
Fabyan's . . . . .	8,399 "
Whitefield & Jefferson . . . . .	7,598 "
Profile & Franconia Notch . . . . .	2,190 "
<b>Southern division:</b>	
Concord & Montreal . . . . .	44,171 "
Concord & Portsmouth . . . . .	17,416 "
Manchester & North Weare . . . . .	8,782 "
Suncook Valley . . . . .	9,575 "
Nashua & Lowell . . . . .	2,625 "
New Boston . . . . .	614 "
<b>Eastern division:</b>	
Eastern R. R. in New Hampshire . . . . .	20,240 "
Portsmouth & Dover branch . . . . .	2,960 "
<b>Connecticut division:</b>	
Ashuelot branch . . . . .	12,687 "
<b>Western division:</b>	
Main line . . . . .	21,432 "
Manchester & Lawrence . . . . .	10,811 "
West Amesbury branch . . . . .	603 "
<b>Total . . . . .</b>	<b>526,267 ties</b>
<b>Tons of steel rails laid in New Hampshire:</b>	
New . . . . .	2,213 tons
Old . . . . .	2,206 "
<b>Miles of iron track replaced by steel in New Hampshire:</b>	
<b>Northern division:</b>	
Wolfeborough branch . . . . .	2.45 miles
<b>Concord division:</b>	
Main line . . . . .	.50 "
Concord & Claremont branch . . . . .	.42 "
<b>Worcester, Nashua &amp; Portland division:</b>	
Worcester & Nashua . . . . .	.28 "
Nashua & Rochester . . . . .	.53 "
Nashua & Lowell . . . . .	.20 "

Wilton . . . . .		.07 miles
Peterborough . . . . .		.13 "
Southern division:		
Concord & Montreal . . . . .		.43 "
Concord & Portsmouth . . . . .		.08 "
Eastern division:		
Eastern R. R. in New Hampshire . . . . .		.84 "
Total . . . . .		5.93 miles
Side-tracks laid in New Hampshire:		
Total length of side-tracks, June 30, 1896 . . . . .	344.18 miles	
Decrease on account of remeasurement . . . . .	19.13 "	
	325.05 miles	
Add side-track laid during year to June 30, 1897, 41,236 feet . . . . .	7.81 "	
Total length of side-tracks, June 30, 1897 . . . . .		332.86 miles

## BUILDINGS.

## New buildings and structures:

## Western division:

Dover, passenger station remodelled.

Dover, freight house enlarged.

## Southern division:

Manchester, new freight house and transfer shed.

Hooksett, passenger station remodelled, platforms built.

Concord, new shops in progress.

Amoskeag, overhead bridge abutment rebuilt.

Auburn, overhead bridge rebuilt.

## Worcester, Nashua &amp; Portland division:

South Bennington, new passenger station built.

Hancock, passenger station remodelled.

Fremont, new passenger station built.

## Concord division:

East Lebanon, new freight house built.

Bristol, baggage room and closets added to depot.

Sunapee, old station made over into freight house.

Andover, overhead bridge rebuilt.

West Lebanon, coal handling machinery added to coal shed.

## White Mountain division:

Plymouth, inspectors' shop, water tank, and two standpipes.

Ashland, passenger station enlarged.

Gorham, new freight house built.

Haverhill, new section house built.

Rumney, overhead bridge built.

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 NAMES AND RESIDENCES OF OFFICERS.

Lucius Tuttle, *President*, Boston, Mass.; T. A. MacKinnon, *First Vice-President*, Boston, Mass.; W. F. Berry, *Second Vice-President*, Winchester, Mass.; Frank Barr, *Assistant General Manager*, Beverly Mass.; Solomon Lincoln, *General Counsel*, Boston, Mass.; William J. Hobbs, *General Auditor*, Malden, Mass.; D. W. Sanborn, *General Superintendent*, Somerville, Mass.; M. T. Donovan, *General Freight Agent*, Somerville, Mass.; D. J. Flanders, *General Passenger and Ticket Agent*, Malden, Mass.; Amos Blanchard, *Treasurer*, Andover, Mass.; Sigourney Butler, *Clerk of Corporation*, Boston, Mass.

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## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Lucius Tuttle, Boston, Mass.; Samuel C. Lawrence, Medford, Mass.; Joseph S. Ricker, Portland, Me.; George M. Pullman, Chicago, Ill.; Richard Olney, Boston, Mass.; \* William T. Hart, Boston, Mass.; A. W. Sulloway, Franklin, N. H.; Joseph H. White, Brookline, Mass.; Walter Hunnewell, Wellesley, Mass.; Henry R. Reed, Boston, Mass.; Aretas Blood, Manchester, N. H.; Lewis Cass Ledyard, New York, N. Y.; Henry M. Whitney, Brookline, Mass.; Henry F. Dimock, New York, N. Y.; William Whiting, Holyoke, Mass.; John A. Hall, Springfield, Mass.

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## PROPER ADDRESS OF THE COMPANY.

BOSTON & MAINE RAILROAD,  
BOSTON, MASS.

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LUCIUS TUTTLE,  
*President.*  
T. A. MACKINNON,  
*First Vice-President.*  
AMOS BLANCHARD,  
*Treasurer.*  
WILLIAM J. HOBBS,  
*General Auditor.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, October 2, 1897. Then personally appeared Lucius Tuttle, T. A. MacKinnon, Amos Blanchard, and William J. Hobbs, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CHARLES E. A. BARTLETT,  
*Justice of the Peace.*

\* Died November 17, 1896.

# REPORT

## OF THE

### NORTHERN RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road . . . . .	\$158,420.00
Interest on bonds owned, \$100,000, Peterborough & Hillsborough 4½ % bonds . . . . .	4,500.00
Miscellaneous income, less expense . . . . .	45.63
Total income . . . . .	\$162,965.63
Salaries and maintenance of organization . . . . .	3,826.19
Net income . . . . .	\$159,139.44
Dividends declared, 10 per cent, 2 of 1½ % each 2 of 3½ % each . . . . .	302,797.00
Deficit for year ending June 30, 1897 . . . . .	\$143,657.56
Balance profit and loss account, June 30, 1896, surplus . . . . .	175,803.64
Total profit and loss account, surplus . . . . .	\$32,146.08
Gain on sale of 711 shares stock of Northern R. R. . . . .	72,228.90
Balance profit and loss account, June 30, 1897, surplus . . . . .	\$104,374.98
GENERAL BALANCE SHEET.	
Cost of road and equipment . . . . .	\$3,068,400.00
Bonds of Peterborough & Hillsborough R. R. . . . .	100,000.00
Stock of Northern Pacific R. R. (35 shares pre- ferred, 35 shares common) . . . . .	2,135.00
Total permanent investments . . . . .	\$3,170,535.00
Cash . . . . . \$4,523.71	
Bills receivable . . . . . 143.53	
Total cash and current assets . . . . .	4,667.24
Total . . . . .	\$3,175,202.24

Capital stock, common . . . . .	\$3,068,400.00
Dividends not called for . . . . .	2,427.26
Profit and loss balance . . . . .	104,374.98
Total . . . . .	\$3,175,202.24

CAPITAL STOCK.	
Capital stock authorized by charter	\$3,068,400.00
Capital stock authorized by votes of company . . . . .	\$3,068,400.00
Capital stock issued (number of shares, 30,684); amount paid in . . . . .	\$3,068,400.00
Total number of stockholders . . . . .	2,103
Number of stockholders in N. H. . . . .	1,095
Amount of stock held in N. H. . . . .	\$1,237,700.00

## NAMES AND RESIDENCES OF OFFICERS.

Alvah W. Sulloway, *President*, Franklin, N. H.; George U. Crocker, *Treasurer*, Boston, Mass.; Henry W. Stevens, *Clerk of Corporation*, Concord, N. H.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Alvah W. Sulloway, Franklin, N. H.; Josiah H. Benton, Jr., Silas Peirce, Benjamin P. Cheney, and Uriel H. Crocker, of Boston, Mass.; Dexter Richards of Newport, N. H.; and William F. Thayer of Concord, N. H.

## PROPER ADDRESS OF THE COMPANY.

NORTHERN RAILROAD,  
19 MILK ST., BOSTON, MASS.

A. W. SULLOWAY,  
*President.*

GEORGE U. CROCKER,  
*Treasurer.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. January 27, 1898. Then personally appeared Alvah W. Sulloway and George U. Crocker and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JACOB BANCROFT,  
*Justice of the Peace.*

# REPORT

## OF THE

### CONCORD & CLAREMONT, N. H., RAIL- ROAD

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road . . . . .	\$22,500.00
Interest on funded debt accrued . . . . .	22,500.00
Net income . . . . .	nothing
Balance profit and loss account, June 30, 1896, deficit . . . . .	\$35,439.34
GENERAL BALANCE SHEET.	
Cost of road . . . . .	\$1,131,206.38
Profit and loss balance . . . . .	35,439.34
Total . . . . .	\$1,166,645.72
Capital stock, common . . . . .	\$412,400.00
Funded debt . . . . .	500,000.00
Current liabilities, Northern R. R. . . . .	254,245.72
Total . . . . .	\$1,166,645.72
CAPITAL STOCK.	
Capital stock authorized by votes of company . . . . .	\$412,400.00
Capital stock issued (No. of shares, 4,124). . . . .	
Total amount paid in as per books of company . . . . .	\$412,400.00
Total number of stockholders . . . . .	9
Number of stockholders in N. H. . . . .	9
Amount of stock held in N. H. . . . .	\$412,400.00

FUNDED DEBT.	
First mortgage bonds, due January 1, 1914; rate of interest, $4\frac{1}{2}\%$ . . . . .	\$500,000.00
Interest paid on same during year . . . . .	\$22,500.00

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NAMES AND RESIDENCES OF OFFICERS.

Alvah W. Sulloway, *President*, Franklin, N. H.; George U. Crocker, *Treasurer*, Boston, Mass.; Horace E. Chamberlin, *Assistant Treasurer*, Concord, N. H.; George W. Stone, *Clerk of Corporation*, Andover, N. H.

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NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Alvah W. Sulloway, Franklin, N. H.; Warren F. Daniell, Franklin, N. H.; Person C. Cheney, Manchester, N. H.; Augustus E. Scott and Charles O. Stearns, Boston, Mass.; Seth M. Richards, Newport, N. H.; and Frank P. Vogl, Claremont, N. H.

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PROPER ADDRESS OF THE COMPANY.

CONCORD & CLAREMONT, N. H., RAILROAD,  
19 MILK ST., BOSTON, MASS.

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A. W. SULLOWAY,  
*President.*

GEORGE U. CROCKER,  
*Treasurer.*

---

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. January 27, 1898. Then personally appeared Alvah W. Sulloway and George U. Crocker, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JACOB BANCROFT,  
*Justice of the Peace.*



# REPORT

## OF THE

### PETERBOROUGH & HILLSBOROUGH RAILROAD

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL BALANCE SHEET.	
Cost of road . . . . .	\$209,298.44
Sinking fund, Northern R. R. . . . .	925.00
Profit and loss balance . . . . .	120,583.83
<b>Total . . . . .</b>	<b>\$330,807.27</b>
Capital stock, common . . . . .	\$45,000.00
Funded debt . . . . .	165,000.00
Current liabilities:	
Matured interest coupons unpaid (including coupons due July 1) . . . . .	\$112,181.25
Gratuity . . . . .	8,626.02
<b>Total current liabilities . . . . .</b>	<b>120,807.27</b>
<b>Total . . . . .</b>	<b>\$330,807.27</b>
CAPITAL STOCK.	
Capital stock authorized by votes of company . . . . .	\$45,000.00
Capital stock issued (No. of shares, 450). Total amount paid in as per books of the company	\$45,000.00
Total number of stockholders . . . . .	1
Number of stockholders in N. H. . . . .	1
Amount of stock held in N. H. . . . .	\$45,000.00
FUNDED DEBT.	
First mortgage bonds due April 30, 1887; rate of interest, 4½ % . . . . .	\$100,000.00
Bonds due April 30, 1887; rate of interest, 7 % . . . . .	65,000.00
<b>Total amount of funded debt . . . . .</b>	<b>\$165,000.00</b>

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NAMES AND RESIDENCES OF OFFICERS.

Alvah W. Sulloway, *President*, Franklin, N. H.; George U. Crocker, *Treasurer*, Boston, Mass.; Horace E. Chamberlin, *Assistant Treasurer*, Concord, N. H.; Walter D. Hardy, *Clerk of Corporation*, Concord, N. H.

---

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Alvah W. Sulloway, Franklin, N. H.; William Power Wilson, Boston, Mass.; Wyman Pattee, Enfield, N. H.; Enoch Gerrish, Concord, N. H.; Horace E. Chamberlin, Concord, N. H.; Frederick H. Daniell, Franklin, N. H.; Jacob B. Whittemore, Hillsborough, N. H.

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PROPER ADDRESS OF THE COMPANY.

PETERBOROUGH & HILLSBOROUGH RAILROAD,  
19 MILK ST., BOSTON, MASS.

---

A. W. SULLOWAY,  
*President.*

GEORGE U. CROCKER,  
*Treasurer.*

---

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. January 27, 1898. Then personally appeared Alvah W. Sulloway and George U. Crocker and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JACOB BANCROFT,  
*Justice of the Peace.*

# REPORT

## OF THE

### NASHUA & LOWELL RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.		
Income from lease of road . . . . .		\$73,000.00
Interest on notes owned . . . . .		5,000.00
Miscellaneous income . . . . .		2,025.67
Total income . . . . .		\$80,025.67
Salaries and maintenance of organization . . . . .	\$2,148.05	
Interest on funded debt accrued . . . . .	5,000.00	
Total deductions . . . . .		7,148.05
Net income . . . . .		\$72,877.62
Dividends declared, 9 per cent . . . . .		72,000.00
Surplus for year ending June 30, 1897 . . . . .		\$877.62
Balance profit and loss account June 30, 1896, surplus . . . . .		148,477.85
Balance profit and loss account June 30, 1897, surplus . . . . .		\$149,355.47
GENERAL BALANCE SHEET.		
Cost of road . . . . .		\$684,242.07
Cost of equipment . . . . .		218,242.95
Note, Boston & Lowell R. R. Corporation . . . . .		100,000.00
Total permanent investments . . . . .		\$1,002,485.02
Cash . . . . .	\$8,206.70	
Due from solvent companies and other individuals . . . . .	40,306.25	
Total cash and current assets . . . . .		48,512.95
Total . . . . .		\$1,050,997.97

Capital stock, preferred . . . . .		\$800,000.00
Funded debt . . . . .		100,000.00
Current liabilities:		
Dividends not called for . . . . .	\$1,630.50	
Matured interest coupons unpaid . . . . .	12.00	
Total current liabilities . . . . .		1,642.50
Total . . . . .		\$1,050,997.97

CAPITAL STOCK.		
Capital stock authorized by charter . . . . .	\$800,000.00	
Capital stock authorized by votes of company . . . . .	\$800,000.00	
Capital stock issued (No. of shares, 8,000).		
Total amount paid in as per books of the company . . . . .		\$800,000.00
Total number of stockholders . . . . .	389	
Number of stockholders in N. H. . . . .	173	
Amount of stock held in N. H. . . . .	\$220,400.00	

FUNDED DEBT.		
Bonds due July 1, 1900; rate of interest, 5 % . . . . .		\$100,000.00

DESCRIPTION OF ROAD OWNED.		
Main line of road from Nashua to Lowell, Mass. . . . .		14.50 miles
Main line of road in New Hampshire . . . . .		5.25 "
Main line of road in Massachusetts . . . . .		9.25 "
Double track on main line . . . . .		14.50 "
Same in New Hampshire . . . . .		5.25 "

#### NAMES AND RESIDENCES OF OFFICERS.

Francis A. Brooks, *President*, Boston, Mass.; C. E. A. Bartlett, *Auditor*, Chelmsford, Mass.; W. W. Bailey, *Treasurer*, Nashua, N. H.; W. A. Lovering, *Clerk of Corporation*, Nashua, N. H.

#### NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

F. A. Brooks, Boston, Mass.; C. E. A. Bartlett, Chelmsford, Mass.; W. W. Bailey, Nashua, N. H.; A. S. Hall, Winchester, Mass.; E. A. Newell, Wilton, N. H.

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PROPER ADDRESS OF THE COMPANY.

NASHUA & LOWELL RAILROAD CORPORATION,  
NASHUA, N. H.

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FRANCIS A. BROOKS,  
*President.*

W. W. BAILEY,  
*Treasurer.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. September 10, 1897. Then personally appeared Francis A. Brooks, president, and W. W. Bailey, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ALFRED S. HALL,  
*Justice of the Peace.*

# REPORT

## OF THE

### PETERBOROUGH RAILROAD

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road . . . . .	\$15,700.00
Interest on deposits . . . . .	69.48
Total income . . . . .	\$15,769.48
Salaries and maintenance of organization . . . . .	179.75
Net income . . . . .	\$15,589.73
Dividends declared, 4 per cent . . . . .	15,400.00
Surplus for year ending June 30, 1897 . . . . .	\$189.73
Balance profit and loss account June 30, 1896, surplus . . . . .	213,142.92
Balance profit and loss account June 30, 1897, surplus . . . . .	\$213,332.65
GENERAL BALANCE SHEET.	
Cost of road . . . . .	\$595,194.00
Cash . . . . .	3,534.65
Total . . . . .	\$598,728.65
Capital stock, common . . . . .	\$385,000.00
Dividends not called for . . . . .	396.00
Profit and loss balance . . . . .	213,332.65
Total . . . . .	\$598,728.65
CAPITAL STOCK.	
Capital stock authorized by charter . . . . .	\$600,000.00
Capital stock authorized by votes of company . . . . .	\$600,000.00
Capital stock issued (number of shares, 3,850); amount paid in . . . . .	\$385,000.00

Total number of stockholders . . . . .	322	
Number of stockholders in N. H. . . . .	280	
Amount of stock held in N. H. . . . .	\$292,800.00	
DESCRIPTION OF ROAD OWNED.		
Main line of road from Wilton, N. H., to Greenfield, N. H. . . . .		10.50 miles
Main line of road in New Hampshire . . . . .		10.50 "
Total road belonging to this company . . . . .		10.50 "
Total length of track laid with steel rails . . . . .		10.50 "
Number of stations on all roads owned by this company . . . . .	4	
Same in New Hampshire . . . . .	4	

## NAMES AND RESIDENCES OF OFFICERS.

Virgil C. Gilman, *President*, Nashua, N. H.; William E. Spalding, *Auditor*, Nashua, N. H.; G. C. Shattuck, *Treasurer*, Nashua, N. H.; H. W. Ramsdell, *Clerk of Corporation*, Nashua, N. H.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Virgil C. Gilman, George A. Ramsdell, Henry A. Cutter, George F. Andrews, Nashua, N. H.; Thomas B. Eaton, Worcester, Mass.; C. E. A. Bartlett, Chelmsford, Mass.; George H. Ball, Boston, Mass.

## PROPER ADDRESS OF THE COMPANY.

PETERBOROUGH RAILROAD,

NASHUA, N. H.

VIRGIL C. GILMAN,  
*President.*

GILMAN C. SHATTUCK,  
*Treasurer.*

## STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. September 10, 1897. Then personally appeared Virgil C. Gilman and Gilman C. Shattuck, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HECTOR W. KELLEY,  
*Justice of the Peace.*

# REPORT

## OF THE

### WILTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.		
Income from lease of road to Boston & Maine R. R. 99 years, from October, 1883 . . .		\$20,400.00
Dividends declared, 8½ per cent.		
Balance profit and loss account June 30, 1897, contingent fund . . . . .		1,000.00
GENERAL BALANCE SHEET.		
Cost of road . . . . .		\$242,600.00
Cash . . . . .		2,011.50
Total . . . . .		<u>\$244,611.50</u>
Capital stock:		
Common . . . . .	\$240,000.00	
Never capitalized but paid out of first earnings of road . . . .	2,600.00	
Total capital stock . . . . .		\$242,600.00
Current liabilities:		
Dividends not called for . . .	\$1,011.50	
Contingent fund . . . . .	1,000.00	
Total current liabilities . . . . .		2,011.50
Total . . . . .		<u>\$244,611.50</u>
CAPITAL STOCK.		
Capital stock authorized by charter . . . . .	\$250,000.00	
Capital stock authorized by votes of the company . . . . .	\$240,000.00	
Total amount paid in as per books of company . . . . .		\$240,000.00



Total number of stockholders . . . . .	234
Number of stockholders in N. H. . . . .	207
Amount of stock held in N. H. . . . .	\$2,077.00

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DESCRIPTION OF ROAD OWNED.	
Main line of road from Nashua to Wilton . . . . .	15.50 miles
Total length of track owned, computed as single track . . . . .	15.50 "
Same in New Hampshire . . . . .	15.50 "
Total length of tracks laid with steel rails (13 miles 4½-inch 72-lb. rail; 2½ miles 4-inch 60-lb. rail) . . . . .	15.50 "

## NAMES AND RESIDENCES OF OFFICERS.

Solomon Spalding, *President*, Nashua, N. H.; G. C. Shattuck, *Auditor*, Nashua, N. H.; William E. Spalding, *Treasurer*, Nashua, N. H.; David Whiting, *Clerk of Corporation*, Wilton, N. H.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Solomon Spalding, Nashua, N. H.; G. A. Ramsdell, Nashua, N. H.; J. A. Spalding, Nashua, N. H.; H. A. Whiting, Wilton, N. H.; G. O. Whiting, Lexington, Mass.

## PROPER ADDRESS OF THE COMPANY.

WILTON RAILROAD COMPANY,  
NASHUA, N. H.

SOLOMON SPALDING,  
*President.*

WILLIAM E. SPALDING,  
*Treasurer.*

## STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. January 24, 1898. Then personally appeared Solomon Spalding, president, and William E. Spalding, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

W. A. FARLEY,  
*Justice of the Peace.*

# REPORT

## OF THE

### WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road . . . . .	\$250,000.00
Salaries and maintenance of organization . . . . .	\$2,493.44
Interest on funded debt accrued . . . . .	71,040.00
Interest and discount on interest-bearing current liabilities . . . . .	8,506.02
Total deductions . . . . .	82,039.46
Net income . . . . .	\$167,960.54
Dividends declared, 5 per cent, on 30,644 shares . . . . .	153,220.00
Surplus for year ending June 30, 1897 . . . . .	\$14,740.54
Balance profit and loss account, June 30, 1896, deficit . . . . .	453,927.67
Balance profit and loss account June 30, 1897, deficit . . . . .	\$439,187.13
GENERAL BALANCE SHEET.	
Cost of road . . . . .	\$4,138,584.99
Cost of equipment . . . . .	415,336.03
Total permanent investments . . . . .	\$4,553,921.02
Cash . . . . .	\$14,331.85
353 shares Worcester, Nashua & Rochester R. R. Company . . . . .	35,300.00
Total cash and current assets . . . . .	49,631.85
Profit and loss balance . . . . .	439,187.13
Total . . . . .	\$5,042,740.00

Capital stock, common . . . . .	\$3,099,800.00
Funded debt . . . . .	1,776,000.00
Current liabilities:	
Loans and bills payable . . . \$160,000.00	
Matured interest coupons unpaid (including coupons due July 1) . . . 3,140.00	
Total current liabilities . . . . .	163,140.00
Accrued interest not yet due . . . . .	3,800.00
Total . . . . .	\$5,042,740.00
<b>CAPITAL STOCK.</b>	
Capital stock authorized by charter \$3,600,000.00	
Capital stock authorized by votes of company . . . . . \$3,099,800.00	
Capital stock issued (number of shares, 30,998); amount paid in . . . . .	\$3,099,800.00
Total number of stockholders . . . . . 806	
Number of stockholders in N. H. . . . . 189	
Amount of stock held in N. H. . . . \$1,629,600.00	
<b>FUNDED DEBT.</b>	
Bonds due January 1, 1906; rate of interest, 4 %	\$150,000.00
Interest paid on same during year . . . \$5,800.00	
Bonds due January 1, 1913; rate of interest, 4 %	511,000.00
Interest paid on same during year . . . \$19,540.00	
Bonds due January 1, 1930; rate of interest 4 %	735,000.00
Interest paid on same during year . . . \$27,420.00	
Bonds due October 1, 1934; rate of interest, 4 %	380,000.00
Interest paid on same during year . . . \$15,160.00	
Total amount of funded debt . . . . .	\$1,776,000.00
<b>DESCRIPTION OF ROAD OWNED.</b>	
Main line of road from Worcester, Mass., to Roch- ester, N. H. . . . .	94.48 miles
Main line of road in New Hampshire . . . . .	55.02 "
Main line of road in Massachusetts . . . . .	39.46 "
Double track on main line . . . . .	18.13 "
Total road belonging to this company . . . . .	94.48 "
Sidings and other tracks not before enumerated	41.32 "
Same in New Hampshire . . . . .	19.62 "
Total length of track owned, computed as single track . . . . .	154.07 "
Same in New Hampshire . . . . .	74.45 "
Total length of track laid with steel rails . . .	112.61 "
(Weights per yard, 58 to 60 lbs.)	

## EQUIPMENT.

The rolling stock of this company is leased to the Boston & Maine Railroad, and will be included in its report.

## GENERAL INFORMATION.

*Highway and railroad crossings in New Hampshire  
on miles of road owned.*

Number of crossings on highways at grade . . .	96
Number of crossings on highways over railroad . . .	3
Number of crossings on highways under railroad . . .	4
Number of highway bridges 18 feet above track . . .	3
Number of highway bridges less than 18 feet above track . . . . .	2
Height of lowest bridge above the rails . . .	17 ft. 10 in.
Number of crossings at which gates or flagmen are maintained . . . . .	19
Number of crossings where there are neither sig- nals nor flagmen, except ball signals . . . . .	77
Number of railroad crossings at grade . . . . .	5
Nashua & Lowell, in Nashua, twice.	
Nashua, Acton & Boston, in Nashua.	
Manchester & Lawrence, at Windham.	
Portsmouth & Concord, at Epping.	

## NAMES AND RESIDENCES OF OFFICERS.

Elijah B. Stoddard, *President*, Worcester, Mass.; Frank P. Goulding, *General Counsel*, Worcester, Mass.; E. B. Stoddard, *Auditor*, Worcester, Mass.; J. L. Chamberlin, *Treasurer*, Worcester, Mass.; J. L. Chamberlin, *Clerk of Corporation*, Worcester, Mass.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Charles A. Sinclair, Portsmouth, N. H.; Frank Jones, Portsmouth, N. H.; Charles Holman, Nashua, N. H.; John A. Spalding, Nashua, N. H.; Frank G. Clarke, Peterborough, N. H.; Albert Wallace, Rochester, N. H.; George W. Armstrong, Brookline, Mass.; Elijah B. Stoddard, Worcester, Mass.; Frederick S. Moseley, Newburyport, Mass.

## PROPER ADDRESS OF THE COMPANY.

THE WORCESTER, NASHUA & ROCHESTER RAILROAD  
COMPANY,  
WORCESTER, MASS.

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ELIJAH B. STODDARD,  
*President.*

J. L. CHAMBERLIN,  
*Treasurer.*

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COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. October 15, 1897. Then personally appeared Elijah B. Stoddard and J. L. Chamberlin, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HENRY P. MURRAY,  
*Notary Public.*

# REPORT

## OF THE

### MANCHESTER & LAWRENCE RAIL- ROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road . . . . .	\$102,000.00
Dividends on stocks owned, Suncook Valley R. R., 170% shares . . . . .	1,022.40
Miscellaneous income, less expense . . . . .	25.43
<b>Total income . . . . .</b>	<b>\$103,047.83</b>
Salaries and maintenance of organ- ization . . . . .	\$1,808.05
Other deductions . . . . .	231.90
<b>Total deductions . . . . .</b>	<b>2,039.95</b>
<b>Net income . . . . .</b>	<b>\$101,007.88</b>
Dividends declared, 10 per cent . . . . .	100,000.00
<b>Surplus for year ending June 30, 1897 . . . . .</b>	<b>\$1,007.88</b>
Balance profit and loss account June 30, 1896, surplus . . . . .	178,284.75
<b>Balance profit and loss account, June 30, 1897, surplus . . . . .</b>	<b>\$179,292.63</b>
GENERAL BALANCE SHEET.	
Cost of road . . . . .	\$1,000,000.00
Cost of equipment, telegraph . . . . .	4,770.35
Stock of Suncook Valley R. R., 170% shares . . . . .	17,040.00
Stock of Mt. Washington R. R., 53 shares . . . . .	5,300.00
Land in Manchester, N. H. . . . .	274,298.53
<b>Total permanent investments . . . . .</b>	<b>\$1,301,408.88</b>

Cash . . . . .	\$8,658.25	
Due from solvent companies and other individuals . . . . .	150,000.00	
Total cash and current assets . . . . .		\$158,658.25
Total . . . . .		\$1,460,067.13
Capital stock . . . . .		\$1,000,000.00
Funded debt . . . . .		274,000.00
Dividends not called for . . . . .		6,774.50
Profit and loss balance . . . . .		179,292.63
Total . . . . .		\$1,460,067.13

## CAPITAL STOCK.

Capital stock authorized by charter	\$1,000,000.00
Capital stock authorized by votes of company . . . . .	\$1,000,000.00
Capital stock issued (No. of shares, 10,000).	
Total number of stockholders . . . . .	543
Number of stockholders in N. H. . . . .	287
Amount of stock held in N. H. . . . .	\$651,500.00

## FUNDED DEBT.

Bonds due January 1, 1922; rate of interest, 4%	\$274,000.00
Series "A" issued for the purchase of real estate in Manchester, N. H., but not secured by mort- gage. The interest is guaranteed and paid by the Boston & Maine Railroad.	

## DESCRIPTION OF ROAD.

Main line of road from Manchester, N. H., to state line of Massachusetts . . . . .	22.39 miles
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## NAMES AND RESIDENCES OF OFFICERS.

Charles A. Sinclair, *President*, Portsmouth, N. H.; Henry Chandler, *Treasurer*, Manchester, N. H.; Charles B. Gafney, *Clerk of Corporation*, Rochester, N. H.

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NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Charles A. Sinclair, Portsmouth, N. H.; George B. Chandler, Manchester, N. H.; John W. Sanborn, Sanbornville, N. H.; George W. Armstrong, Brookline, Mass.; William P. Fowler, Boston, Mass.; Sumner Wallace, Rochester, N. H.; Amos N. Blondin, Bath, N. H.

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CHARLES A. SINCLAIR,  
*President.*

HENRY CHANDLER,  
*Treasurer.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, August 27, 1897. Then personally appeared Charles A. Sinclair, president, and Henry Chandler, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

THOMAS S. MCGOWAN,  
*Justice of the Peace.*



# REPORT

## OF THE

### EASTERN RAILROAD IN NEW HAMP- SHIRE

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road . . . . .	\$22,500.00
Dividends on stock owned . . . . .	13.50
Miscellaneous income, less expense . . . . .	160.00
Total income . . . . .	\$22,673.50
Interest on funded debt accrued . . . . .	479.38
Net income . . . . .	\$22,194.12
Dividends declared, 3 per cent . . . . .	22,162.50
Surplus for year ending June 30, 1897 . . . . .	\$31.62
CAPITAL STOCK.	
Capital stock authorized by charter	\$750,000.00
Capital stock authorized by votes of company . . . . .	\$738,750.00
Capital stock issued (No. of shares, 7,387½).	
Total number of stockholders . . . . .	372
Number of stockholders in N. H. . . . .	198
Amount of stock held in N. H. . . . .	\$469,850.00

#### NAMES AND RESIDENCES OF OFFICERS.

Moody Currier, *President*, Manchester, N. H.; Samuel C. Eastman, *Treasurer*, Concord, N. H.; John Sise, *Clerk of Corporation*, Portsmouth, N. H.

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NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Moody Currier, Manchester, N. H.; Dexter Richards, Newport, N. H.; Edward A. Abbot, Concord, N. H.; Frank A. Philbrick, Rye, N. H.; Samuel C. Eastman, Concord, N. H.; Edward L. Giddings, Beverly, Mass.; \* William H. Goodwin, Boston, Mass.

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PROPER ADDRESS OF THE COMPANY.

EASTERN RAILROAD IN NEW HAMPSHIRE,  
CONCORD, N. H.

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SAMUEL C. EASTMAN,  
*Treasurer.*

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STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. November 30, 1897. Then personally appeared Samuel C. Eastman, treasurer, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

H. M. CAVIS,  
*Justice of the Peace.*

\* Deceased.

# REPORT

OF THE

## PORTSMOUTH & DOVER RAILROAD

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.	
Miscellaneous income, less expense . . . . .	\$150.18
Surplus for year ending June 30, 1896 . . . . .	4,215.62
Balance profit and loss account June 30, 1897, surplus . . . . .	\$4,365.80
GENERAL BALANCE SHEET.	
Cost of road . . . . .	\$769,000.00
Cash . . . . .	4,365.80
Total . . . . .	\$773,365.80
Capital stock, common . . . . .	\$769,000.00
Profit and loss balance . . . . .	4,365.80
Total . . . . .	\$773,365.80
CAPITAL STOCK.	
Capital stock authorized by charter	\$769,000.00
Capital stock authorized by votes of company . . . . .	\$769,000.00
Capital stock issued (No. of shares, 7,690); amount paid in . . . . .	\$769,000.00
Total number of stockholders . . . . .	228
Number of stockholders in N. H. . . . .	192
Amount of stock held in N. H. . . . .	\$507,900.00

DESCRIPTION OF ROAD OWNED.	
Sidings and other tracks not before enumerated	1.64 miles
Same in New Hampshire . . . . .	1.64 "
Total length of track owned, computed as single track . . . . .	12.52 "
Same in New Hampshire . . . . .	12.52 "
Total length of tracks laid with steel rails . . . . . (Weight per yard, 58 lbs.)	10.88 "

GENERAL INFORMATION.	
<i>Highway and railroad crossings in New Hampshire on miles of road owned.</i>	
Number of crossings on highways at grade . . .	11
Number of crossings on highways over railroad .	1
Number of crossings on highways under railroad .	1
Number of highway bridges less than 18 feet above track . . . . .	1
Height of lowest bridge above the rails . . .	17.5 feet
Number of crossings at which gates or flagmen are maintained . . . . .	5
Number of crossings at which there are neither signals nor flagmen . . . . .	6

#### NAMES AND RESIDENCES OF OFFICERS.

Frank Jones, *President*, Portsmouth, N. H.; Alfred F. Howard, *Treasurer*, Portsmouth, N. H.; Calvin Page, *Clerk of Corporation*, Portsmouth, N. H.

#### NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Frank Jones, Portsmouth, N. H.; J. Albert Walker, Portsmouth, N. H.; Calvin Page, Portsmouth, N. H.; William O. Junkins, Portsmouth, N. H.; Frank A. Christie, Dover, N. H.; William D. Sawyer, Dover, N. H.; William F. Nason, Dover, N. H.

#### PROPER ADDRESS OF THE COMPANY.

PORTSMOUTH & DOVER RAILROAD,  
PORTSMOUTH, N. H.

FRANK JONES,  
*President.*

ALFRED F. HOWARD,  
*Treasurer.*

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STATE OF NEW HAMPSHIRE.

ROCKINGHAM, ss. October 1, 1897. Then personally appeared Frank Jones, president, and Alfred F. Howard, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN W. EMERY,  
*Notary Public.*

# REPORT

## OF THE

### CONNECTICUT RIVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road . . . . .	\$351,600.00
Salaries and maintenance of organization . . . . .	\$2,000.00
Interest on funded debt accrued . . . . .	91,600.00
Total deductions . . . . .	93,600.00
Net income . . . . .	\$258,000.00
Dividends declared, 10 per cent . . . . .	258,000.00
Balance profit and loss account, June 30, 1896, deficit . . . . .	\$300,463.55
Deduct abatement of lease account . . . . .	7,774.26
Balance profit and loss account June 30, 1897, deficit . . . . .	\$292,689.29
GENERAL BALANCE SHEET.	
Cost of road . . . . .	\$2,988,838.53
Cost of equipment . . . . .	455,977.66
Stock of Vermont Valley R. R. Co. of 1871 . . . . .	579,220.00
Stock of Hampden Park . . . . .	22,345.00
Land in Chicopee and Brightwood . . . . .	39,175.00
Total permanent investments . . . . .	\$4,085,554.19
Cash . . . . .	\$27,869.52
Due from solvent companies and other individuals . . . . .	505,089.86
Total cash and current assets . . . . .	532,959.38
Profit and loss balance . . . . .	292,689.29
Total . . . . .	\$4,911,202.86

Capital stock, common . . . . .	\$2,580,000.00
Funded debt . . . . .	2,290,000.00
Current liabilities:	
Wages and salaries . . . . .	\$1,204.52
Matured interest coupons unpaid (including coupons due July 1) . . . . .	26,665.00
Total current liabilities . . . . .	27,869.52
Accrued interest not yet due . . . . .	13,333.34
Total . . . . .	\$4,911,202.86

## CAPITAL STOCK.

Capital stock authorized by votes of company . . . . .	\$2,670,000.00
Capital stock issued (No. of shares, 25,800); amount paid in . . . . .	\$2,748,650.75
Total number of stockholders . . . . .	880
Number of stockholders in N. H. . . . .	25
Amount of stock held in N. H., par . . . . .	\$128,500.00

## FUNDED DEBT.

Scrip bonds due January 1, 1903; rate of interest, 4 % . . . . .	\$1,290,000.00
Interest paid on same during year . . . . .	\$51,525.00
Gold bonds due September 1, 1943; rate of inter- est, 4 % . . . . .	1,000,000.00
Interest paid on same during year . . . . .	\$40,100.00
Total amount of funded debt . . . . .	\$2,290,000.00

## DESCRIPTION OF ROAD OWNED.

Main line of road from Springfield, Mass., to Keene, N. H. . . . .	74.00 miles
Main line of road in New Hampshire . . . . .	23.21 "
Main line of road in Massachusetts . . . . .	50.08 "
Main line of road in Vermont . . . . .	.71 "
Double track on main line . . . . .	36.00 "
Branches owned by company:	
Chicopee to Chicopee Falls, Mass. (single track)	2.35 "
Mt. Tom to Easthampton, Mass. (single track)	3.50 "
Total length of branches owned by company . . . . .	5.85 "
Total length of branches owned by company in Massachusetts . . . . .	5.85 "
Total road belonging to this company . . . . .	79.85 "
Sidings and other tracks not before enumerated . . . . .	58.10 "
Same in New Hampshire . . . . .	6.97 "
Total length of track owned, computed as single track . . . . .	173.95 "
Same in New Hampshire . . . . .	30.18 "
Total length of tracks laid with steel rails . . . . .	79.85 "
(Weights per yard, 56 to 75 lbs.)	

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NAMES AND RESIDENCES OF OFFICERS.

John Mulligan, *President*, Springfield, Mass.; George E. Frink, *Treasurer*, Springfield, Mass.; George E. Frink, *Clerk of Corporation*, Springfield, Mass.

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NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

John Mulligan, Springfield, Mass.; Oscar Edwards, Northampton, Mass.; William Whiting, Holyoke, Mass.; James H. Williams, Bellows Falls, Vt.; John H. Albin, Concord, N. H.; George H. Ball, Boston, Mass.; E. P. Kendrick, Springfield, Mass.; John A. Hall, Springfield, Mass.; J. W. Stevens, Greenfield, Mass.; Seth M. Richards, Newport, N. H.

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PROPER ADDRESS OF THE COMPANY.

CONNECTICUT RIVER RAILROAD COMPANY,  
SPRINGFIELD, MASS.

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J. MULLIGAN,  
*President.*

GEORGE E. FRINK,  
*Treasurer.*

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COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. Springfield, Mass., August 21, 1897. Then personally appeared John Mulligan and George E. Frink and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

A. S. BRYANT,  
*Notary Public.*



# REPORT

## OF THE

### SULLIVAN COUNTY RAILROAD

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation . . . . .	\$244,239.40
Less operating expenses . . . . .	178,650.74
Income from operation . . . . .	\$65,588.66
Miscellaneous income, less expenses . . . . .	264.55
Total income . . . . .	\$65,853.21
Deductions from income:	
Interest on funded debt accrued during year . . . . .	\$14,280.00
Taxes . . . . .	11,530.52
Total deductions from income . . . . .	25,810.52
Net income . . . . .	\$40,042.69
Dividends declared, 8 per cent, on common stock . . . . .	40,000.00
Surplus for the year ending June 30, 1897 . . . . .	\$42.69
Balance profit and loss account, June 30, 1896, surplus . . . . .	130,922.55
Balance profit and loss account, June 30, 1897, surplus . . . . .	\$130,965.24
EARNINGS FROM OPERATION.	
Passenger revenue . . . . .	\$79,057.60
Less repayments:	
Tickets redeemed . . . . .	\$4.37
Excess fares refunded . . . . .	258.75
Total deductions . . . . .	263.12
Total passenger revenue . . . . .	\$78,794.48

Mail . . . . .	\$8,714.94
Express . . . . .	3,640.00
Extra baggage and storage . . . . .	1,373.22
Total passenger earnings . . . . .	\$92,522.64
Freight revenue . . . . .	\$154,070.35
Less overcharge to shippers . . . . .	2,353.59
Total freight revenue . . . . .	151,716.76
Total passenger and freight earnings . . . . .	\$244,239.40
OPERATING EXPENSES.	
Maintenance of way and structures:	
Repairs of roadway . . . . .	\$14,213.29
Renewals of rails . . . . .	389.87
Renewals of ties . . . . .	5,485.97
Repairs of bridges and culverts . . . . .	14,455.11
Repairs of fences, road crossings, signs, and cattle guards . . . . .	755.84
Repairs of buildings . . . . .	1,736.60
Total . . . . .	\$37,036.68
Maintenance of equipment:	
Repairs and renewals of locomotives . . . . .	\$10,990.76
Repairs and renewals of passenger cars . . . . .	179.61
Repairs and renewals of freight cars . . . . .	2,228.80
Shop, machinery, tools, etc. . . . .	248.27
Total . . . . .	\$13,647.44
Conducting transportation:	
Wages of enginemen, firemen, and roundhouse-men . . . . .	\$16,430.40
Fuel for locomotives . . . . .	36,489.47
Water supplies for locomotives . . . . .	754.05
All other supplies for locomotives . . . . .	531.72
Wages of other trainmen . . . . .	18,258.13
All other train supplies . . . . .	582.03
Wages of switchmen, flagmen, and watchmen . . . . .	3,166.47
Expense of telegraph, including train dispatchers and operators . . . . .	2,955.68
Wages of station agents, clerks, and laborers . . . . .	10,733.28
Station supplies . . . . .	543.12
Car mileage, balances . . . . .	24,463.48
Other expenses . . . . .	2.61
Total . . . . .	\$114,910.44

General expenses:	
Salaries of officers and clerks . . . . .	\$5,409.60
General office expenses and supplies . . . . .	232.53
Advertising . . . . .	292.84
Insurance . . . . .	774.46
Expense of fast freight lines . . . . .	79.09
Rents for tracks, yards, and terminals . . . . .	5,600.04
Legal expenses . . . . .	128.88
Stationery and printing . . . . .	509.19
Other general expenses . . . . .	29.55
Total . . . . .	\$13,056.18
Recapitulation of expenses:	
Maintenance of way and structures . . . . .	\$37,036.68
Maintenance of equipment . . . . .	13,647.44
Conducting transportation . . . . .	114,910.44
General expenses . . . . .	13,056.18
Grand total . . . . .	\$178,650.74
Percentage of operating expenses to earnings . . . . .	73.146

## GENERAL BALANCE SHEET.

Cost of road . . . . .	\$888,055.37
Cost of equipment . . . . .	98,175.10
Due from solvent companies and other individuals . . . . .	34,455.44
Total . . . . .	\$1,020,685.91
Capital stock, common . . . . .	\$500,000.00
Funded debt . . . . .	357,000.00
Wages and salaries . . . . .	21,150.67
Accrued interest not yet due . . . . .	3,570.00
Appropriation for Windsor bridge . . . . .	8,000.00
Profit and loss balance . . . . .	130,965.24
Total . . . . .	\$1,020,685.91

## CAPITAL STOCK.

Capital stock authorized by charter	\$500,000.00
Capital stock authorized by votes of company . . . . .	\$500,000.00
Capital stock issued (No. of shares, 5,000); amount paid in . . . . .	\$500,000.00
Total number of stockholders . . . . .	9

## FUNDED DEBT.

First mortgage bonds due April 1, 1924; rate of interest, 4 % . . . . .	\$357,000.00
Interest paid on same during year	\$14,280.00

PASSENGER, FREIGHT, AND TRAIN MILEAGE.	
Passenger traffic:	
Number of passengers carried earning revenue . . . . .	165,417
Number passengers carried one mile . . . . .	3,341,548
Average of distance carried . . . . .	20.20
Total passenger revenue . . . . .	\$78,794.48
Average amount received from each passenger . . . . .	.47634
Average receipts per passenger per mile . . . . .	.02358
Passenger earnings per mile of road . . . . .	3,558.56
Passenger earnings per train mile . . . . .	1.24751
Freight traffic:	
Number of tons carried of freight-earning revenue . . . . .	760,351
Number of tons carried one mile . . . . .	19,076,514
Average distance haul of one ton . . . . .	25.089
Total freight revenue . . . . .	\$151,716.76
Average amount received for each ton of freight . . . . .	.19953
Average receipts per ton per mile . . . . .	.00795
Freight earnings per mile of road . . . . .	5,835.26
Freight earnings per train mile . . . . .	1.04898
Train mileage:	
Miles run by passenger trains . . . . .	74,166
Miles run by freight trains . . . . .	144,633
Total mileage trains earning revenue . . . . .	218,799
Miles run by switching trains . . . . .	55,194
Miles run by construction and other trains . . . . .	5,894
Total train mileage . . . . .	279,887
Average number of persons employed . . . . .	100
RATES OF FARE.	
Average rate of fare per mile received for local tickets . . . . .	2.30 cents
Average rate of fare per mile received for mileage tickets . . . . .	2.00 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies . . . . .	2.60 "
RATES OF FREIGHT.	
Average rate per ton per mile received from freight way-billed local . . . . .	8.21 cents
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies . . . . .	.75 "

DESCRIPTION OF ROAD OWNED.	
Main line of road from Bellows Falls, Vt., to Windsor, Vt. . . . .	26.00 miles
Main line of road in New Hampshire . . . . .	25.81 "
Main line of road in Vermont . . . . .	.19 "
Double track on main line . . . . .	8.68 "
Same in New Hampshire . . . . .	8.68 "
Total road belonging to this company . . . . .	26.00 "
Sidings and other tracks not before enumerated	8.04 "
Same in New Hampshire . . . . .	7.95 "
Total length of track owned, computed as single track . . . . .	42.72 "
Same in New Hampshire . . . . .	42.44 "
Total length of track laid with steel rails . . . . .	42.72 "
(Weights per yard, 56 to 75 lbs.)	
<i>Roads and branches belonging to other companies, operated by this company under lease or contract, the operations of which are included in this return.</i>	
Total miles of road operated by this company . . . . .	26.00 miles
Total miles of road operated by this company in New Hampshire . . . . .	25.81 "
Number of stations in New Hampshire, on all roads operated by this company . . . . .	6
Number of telegraph offices in same . . . . .	5
Number of stations on all roads owned by this company . . . . .	2
Same in New Hampshire . . . . .	6

## EQUIPMENT.

	Number owned.	Total number.	Maximum weight, pounds.	Average weight, pounds.	Number equipped with train brake.	Number equipped with driving-wheel brake.
Passenger locomotives . . . . .	2	2	.....	.....	.....	.....
Freight " . . . . .	6	6	.....	.....	.....	.....
Other " . . . . .	1	1	.....	.....	.....	.....
Total . . . . .	9	9	78,600	73,000	7	7

## LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	.....	.....	.....	.....	.....	.....	.....	.....
Employees	.....	.....	.....	2	.....	2	.....	2
Others	.....	.....	.....	.....	.....	.....	.....	.....

## STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

September 10. At Charlestown, J. Lloyd, brakeman, riding on car, struck overhead bridge and injured his head.

May 30. At North Walpole, William Murphy, brakeman, while coupling, had his hand caught and broken between drawbars.

## GENERAL INFORMATION.

*Highway and railroad crossings in New Hampshire on miles of road owned.*

Number of crossings on highways at grade	28
Number of crossings on highways over railroad	2
Number of crossings on highways under railroad	4
Number of highway bridges 18 feet above track	2
Height of the lowest bridge above the rails	18 feet
Number of crossings at which gates or flagmen are maintained	2
Number of crossings at which there are neither signals nor flagmen	26

*Bridges on roads operated in New Hampshire.*

Total length of pile and trestle bridging	44 ft. 8 in.
Bellows Falls bridge repaired; new stringers and ties; end spacers adjusted to accommodate new stringers.	
Total amount expended for repairs and renewals of bridges	\$14,455.11
Number of new ties laid in New Hampshire	14,084
Tons of steel rails laid in New Hampshire:	
New	10
Old	26
Side tracks laid in New Hampshire	1,471 feet

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NAMES AND RESIDENCES OF OFFICERS.

John H. Albin, *President*, Concord, N. H.; William F. Berry, *General Traffic Manager*, Winchester, Mass.; William J. Hobbs, *General Auditor*, Malden, Mass.; H. E. Folsom, *Superintendent*, Lyndonville, Vt.; M. T. Donovan, *General Freight Agent*, Somerville, Mass.; D. J. Flanders, *General Passenger and Ticket Agent*, Malden, Mass.; Amos Blanchard, *Assistant Treasurer*, Andover, Mass.; H. A. Albin, *Clerk of Corporation*, Concord, N. H.; N. E. Martin, *Treasurer*, Concord, N. H.

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NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

J. H. Albin, Concord, N. H.; J. H. Williams, Bellows Falls, Vt.; C. J. Amidon, Hinsdale, N. H.; George H. Stowell, Claremont, N. H.; George W. Abbott, Penacook, N. H.; N. E. Martin, Concord, N. H.; George E. Anderson, Nashua, N. H.

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PROPER ADDRESS OF THE COMPANY.

SULLIVAN COUNTY RAILROAD,

BOSTON, MASS.

Corporate office, Concord, N. H.

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JOHN H. ALBIN,  
*President.*

AMOS BLANCHARD,  
*Assistant Treasurer.*

WILLIAM J. HOBBS,  
*General Auditor.*

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STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. October 7, 1897. Then personally appeared John H. Albin, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

DEWITT C. HOWE;  
*Justice of the Peace.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. October 7, 1897. Then personally appeared Amos Blanchard and William J. Hobbs, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

A. WETHERELL DRAPER,  
*Justice of the Peace.*

# REPORT

## OF THE

### FRANKLIN & TILTON RAILROAD

FOR THE YEAR ENDING JUNE 30, 1897.

FRANKLIN FALLS, N. H.

The Franklin & Tilton Railroad was leased to the Concord & Montreal Railroad, October 8, 1895, for the term of ninety-one (91) years, from April 1, 1895, at the nominal sum of one dollar annually, with such additional sums as may be necessary to keep up the organization of the lessor. On the same date this lease was assigned to the Boston & Maine Railroad, which corporation now operates the Franklin & Tilton Railroad under said lease. Information called for, not given in this report, will be found in the report of the Boston & Maine Railroad.

Very respectfully,

FRANK PROCTOR,

*Treasurer Franklin & Tilton Railroad.*

GENERAL EXHIBIT FOR THE YEAR.	
Balance profit and loss account, June 30, 1896, surplus . . . . .	\$4,900.60
Deduct amount paid on account of land purchased for proposed freight station . . . . .	677.60
Balance profit and loss account June 30, 1897, surplus . . . . .	\$4,223.00
GENERAL BALANCE SHEET.	
Cost of road . . . . .	\$250,000.00
Cash . . . . .	4,223.00
Total . . . . .	\$254,223.00
Capital stock, common . . . . .	\$250,000.00
Profit and loss balance . . . . .	4,223.00
Total . . . . .	\$254,223.00



CAPITAL STOCK.		
Capital stock authorized by charter	\$300,000.00	
Capital stock authorized by votes of company	\$250,000.00	
Capital stock issued (No. of shares, 2,500); amount paid in		\$250,000.00
Total number of stockholders	2	
Number of stockholders in N. H.	2	
Amount of stock held in N. H.	\$250,000.00	
DESCRIPTION OF ROAD OWNED.		
Main line of road from Franklin to Tilton		5 miles
Main line in New Hampshire		5 "

## NAMES AND RESIDENCES OF OFFICERS.

Benjamin A. Kimball, *President*, Concord, N. H.; Frank Proctor, *Treasurer*, Franklin Falls, N. H.; Edward G. Leach, *Clerk of Corporation*, Franklin Falls, N. H.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Benjamin A. Kimball, *President*, Concord, N. H.; Frank Proctor, cord, N. H.; Alvah W. Sulloway, Franklin, N. H.; Frank Jones, Portsmouth, N. H.; Horace E. Chamberlin, Concord, N. H.; Alfred E. Tilton, Tilton, N. H.

## PROPER ADDRESS OF THE COMPANY.

FRANKLIN & TILTON RAILROAD,  
FRANKLIN FALLS, N. H.

BENJAMIN A. KIMBALL,  
*President.*

FRANK PROCTOR,  
*Treasurer.*

## STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. September 10, 1897. Then personally appeared Benjamin A. Kimball and Frank Proctor, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

EDWARD G. LEACH,  
*Justice of the Peace.*

# REPORT

## OF THE

### MOUNT WASHINGTON RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation . . . . .	\$20,231.25
Less operating expenses . . . . .	15,982.13
Income from operation . . . . .	\$4,249.12
Miscellaneous income, less expenses:	
Rent of Summit House . . . . .	\$7,600.00
Repairs of Summit House . . . . .	8,071.82
Deficit . . . . .	471.82
Total income . . . . .	\$3,777.30
Deductions from income:	
Interest and discount on interest-bearing current liabilities . . . . .	\$998.61
Taxes . . . . .	2,778.69
Total deductions from income . . . . .	\$3,777.30
Net income . . . . .	nothing
Balance profit and loss account June 30, 1896, surplus . . . . .	\$17,850.12
Balance profit and loss account June 30, 1897, surplus . . . . .	17,850.12
EARNINGS FROM OPERATION.	
Passenger revenue . . . . .	\$20,081.25
Mail . . . . .	150.00
Total passenger earnings . . . . .	\$20,231.25
Rent of Summit House . . . . .	7,600.00
Total gross earnings from operation . . . . .	\$27,831.25

OPERATING EXPENSES.	
Maintenance of way and structures:	
Repairs of roadway . . . . .	\$3,538.77
Renewals of rails . . . . .	186.32
Repairs of buildings . . . . .	356.22
Other expenses . . . . .	23.50
Total . . . . .	\$4,104.81
Maintenance of equipment:	
Repairs and renewals of locomotives . . . . .	\$3,324.43
Repairs and renewals of passenger cars . . . . .	350.31
Shop, machinery, tools, etc. . . . .	74.31
Total . . . . .	\$3,749.65
Conducting transportation:	
Wages of enginemen, firemen, and roundhouse-men . . . . .	\$1,512.00
Fuel for locomotives . . . . .	2,006.05
Water supplies for locomotives . . . . .	208.74
Wages of other trainmen . . . . .	756.00
All other train supplies . . . . .	132.31
Wages of switchmen, flagmen, and watchmen . . . . .	157.93
Expense of telegraph, including train dispatchers and operators . . . . .	139.38
Total . . . . .	\$4,912.41
General expenses:	
Salaries of officers . . . . .	\$481.00
Advertising . . . . .	20.00
Insurance . . . . .	1,322.59
Legal expenses . . . . .	1,152.78
Stationery and printing . . . . .	68.12
Other general expenses . . . . .	170.77
Total . . . . .	\$3,215.26
Recapitulation of expenses:	
Maintenance of way and structures . . . . .	\$4,104.81
Maintenance of equipment . . . . .	3,749.65
Conducting transportation . . . . .	4,912.41
General expenses . . . . .	3,215.26
Grand total . . . . .	\$15,982.13
Percentage of operating expenses to earnings . . . . .	.789

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Base station for change of location . . . .	\$6,183.77
New buildings at base Mt. Washington . . . .	8,933.55
Total . . . . .	\$15,117.32
Less repairs to Summit House in 1896, charged to income account in 1897 . . . . .	7,657.91
Total for construction . . . . .	\$7,459.41
Net addition to property account for the year . .	\$7,459.41
GENERAL BALANCE SHEET.	
Cost of road . . . . .	\$139,500.00
Cost of equipment . . . . .	27,406.33
Land at summit and base of Mt. Washington . .	56,000.00
Summit House and furnishing . . . . .	26,000.00
Total permanent investments . . . . .	\$248,906.33
Cash . . . . .	443.79
Total . . . . .	\$249,350.12
Capital stock, common . . . . .	\$211,500.00
Loans and bills payable . . . . .	20,000.00
Profit and loss balance . . . . .	17,850.12
Total . . . . .	\$249,350.12
CAPITAL STOCK.	
Capital stock authorized by votes of company . . . . .	\$211,500.00
Capital stock issued (No. of shares, 2,115); amount paid in . . . . .	\$211,500.00
Total number of stockholders . . . . .	55
Number of stockholders in N. H. . . . .	39
Amount of stock held in N. H. . . . .	\$152,200.00
PASSENGER, FREIGHT, AND TRAIN MILEAGE.	
Passenger traffic, base to summit and return:	
Number of passengers carried earning revenue . . . . .	7,096½
Number of passengers carried one mile . . . . .	47,263
Average distance carried, miles . . . . .	6.666

Total passenger revenue . . . . .	\$20,081.250
Average amount received from each passenger . . . . .	2.865
Average receipts per passenger per mile . . . . .	.425
Passenger earnings per mile of road . . . . .	6,030.410
Average number of persons employed . . . . .	30

RATES OF FARE.	
Average rate of fare per mile received for local tickets . . . . .	4.25 cents

DESCRIPTION OF ROAD OWNED.	
Main line of road from base to summit Mt. Washington . . . . .	3.333 miles
Main line of road in New Hampshire . . . . .	3.333 "
Total length of track owned, computed as single track . . . . .	3.333 "
Total miles of road operated by this company . . . . .	3.333 "
Total miles of road operated by this company in New Hampshire . . . . .	3.333 "
Number of stations in New Hampshire, on all roads operated by this company . . . . .	2
Number of stations on all roads owned by this company . . . . .	2
Same in New Hampshire . . . . .	2

## EQUIPMENT.

	Number owned.	Total number.	Maximum weight, tons.	Average weight, tons.	Number equipped with train brake.
Passenger locomotives . . . . .	8	8	12	12	8
Total . . . . .	8	8	.....	.....	.....
Passenger cars . . . . .	6	6	3	2½	.....
Baggage, mail, and express cars . . . . .	1	1	½	½	.....
Total . . . . .	7	7	.....	.....	.....
Flat freight cars (basis of 8 wheels) . . . . .	2	2	1½	1½	.....
Total . . . . .	2	2	.....	.....	.....

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BUILDINGS.

## Completed during year:

New shops, engine house, and transfer tables.  
New coal and wood sheds.  
New ice house.

## Constructed during year:

New boarding house.  
New waiting station.  
New water fixtures.  
All are at base station, Mt. Washington, and cost \$8,933.55.

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NAMES AND RESIDENCES OF OFFICERS.

John H. Pearson, *President*, Concord, N. H.; Tristram A. MacKinnon, *Vice-President*, Boston, Mass.; John Horne, *Superintendent*, Lakeport, N. H.; Frank E. Brown, *General Passenger Agent*, Concord, N. H.; John F. Webster, *Treasurer*, Concord, N. H.; Frank E. Brown, *Clerk of Corporation*, Concord, N. H.

---

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

John H. Pearson, Concord, N. H.; Tristram A. MacKinnon, Boston, Mass.; Benjamin A. Kimball, Concord, N. H.; John W. Sanborn, Sanbornville, N. H.; Nathaniel White, Jr., Concord, N. H.; John M. Mitchell, Concord, N. H.; George A. Fernald, Boston, Mass.

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PROPER ADDRESS OF THE COMPANY.

MOUNT WASHINGTON RAILWAY COMPANY,  
CONCORD, N. H.

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JOHN H. PEARSON,  
*President.*

JOHN F. WEBSTER,  
*Treasurer.*

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STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. October 28, 1897. Then personally appeared John H. Pearson, president, and John F. Webster, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN M. MITCHELL,  
*Justice of the Peace.*

# REPORT

OF THE

## CONCORD & MONTREAL RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease to Boston & Maine Railroad:	
Rentals paid:	
October 1, 1896 . . . . .	\$125,909.00
January 1, 1897 . . . . .	125,910.75
April 1, 1897 . . . . .	125,910.75
July 1, 1897 . . . . .	125,910.75
	<hr/>
	\$503,641.25
Miscellaneous income from Boston & Maine R. R.:	
Interest on 4 per cent bonds . . . . .	\$200,000.00
Interest on 6 per cent bonds (B., C. & M. R. R.) . . . . .	30,000.00
	<hr/>
	230,000.00
<hr/>	
Total income . . . . .	\$733,641.25
Interest on funded debt accrued and paid . . . . .	230,000.00
Taxes and other deductions all paid by Boston & Maine Railroad, under the lease of June 29, 1895.	
	<hr/>
Net income . . . . .	\$503,641.25
Dividends, 7 per cent, paid direct to stockholders by the Boston & Maine Railroad according to the lease . . . . .	503,641.25
	<hr/>
Surplus or deficit for year ending June 30, 1897 . . . . .	nothing
Balance profit and loss account June 30, 1896, surplus . . . . .	\$747,012.35
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Deduct:	
50 shares old Montpelier & Wells River Railroad stock . . . . .	\$5,000.00
Settlement of Manchester & Law- rence Railroad suit . . . . .	650,000.00
	<hr/>
	\$655,000.00
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Balance profit and loss account, June 30, 1897, surplus . . . . .	\$92,012.35
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PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
New freight yard, Concord, N. H. . . . .	\$81,881.37
New shops, Concord, N. H. . . . .	167,245.32
Addition to passenger station, Concord, N. H. . . . .	3,482.40
New passenger and freight stations and terminals, Manchester, N. H. . . . .	126,318.14
New steel bridge at Hooksett, N. H., and rearrangement of station facilities . . . . .	80,248.45
New steel bridge at Goffe's Falls, N. H. . . . .	94,644.44
New freight yard and junction terminals at Woodsville, N. H. . . . .	64,483.00
New station building at Rockingham Junction, N. H. . . . .	6,225.07
Separation of grade crossings . . . . .	3,917.18
Real estate purchased at sundry points . . . . .	1,916.32
Additional track mileage constructed at sundry points, \$21,038.54, less \$4,701.72 . . . . .	16,336.82
Total for construction . . . . .	\$646,698.51
Construction account, June 30, 1896 . . . . .	8,778,247.72
Total construction account, June 30, 1897 . . . . .	\$9,424,946.23
GENERAL BALANCE SHEET.	
Cost of road and equipment . . . . .	\$9,424,946.23
Stock of sundry corporations . . . . .	2,453,941.57
Other permanent investments . . . . .	836,521.19
Total permanent investments . . . . .	\$12,715,408.99
Cash . . . . .	\$893.11
Boston & Maine Railroad, lessee, Concord & Montreal Railroad improvement account . . . . .	670,981.25
Boston & Maine R. R., lease account . . . . .	20,215.20
Total cash and current assets . . . . .	692,089.56
Claims against American Casualty Insurance & Security Co. . . . .	39,431.98
Total . . . . .	\$13,446,930.53
Capital stock:	
Class 1 . . . . .	\$800,000.00
Class 2 . . . . .	540,400.00
Class 3 . . . . .	459,600.00
Class 4 . . . . .	5,397,600.00
Total capital stock . . . . .	\$7,197,600.00



<b>Funded debt:</b>		
Mortgage bonds B., C. & M. R. R., old . . . . .	\$500.00	
Mortgage bonds B., C. & M. R. R., 1911, 6 % . . . . .	500,000.00	
Mortgage bonds C. & M. R. R., 1920, 4 % . . . . .	5,000,000.00	
Total funded debt . . . . .		\$5,500,500.00
<b>Current liabilities:</b>		
Audited vouchers and accounts:		
Boston & Maine R. R., account		
Manchester & Lawrence R. R.	\$650,881.94	
Boston & Maine advances . . . . .	4,264.24	
Net balances due other companies, B., C. & M. R. R. organization %	147.00	
Dividends not called for, B., C. & M. R. R. . . . .	1,097.00	
Matured interest coupons unpaid, B., C. & M. R. R. . . . .	428.00	
Total current liabilities . . . . .		656,818.18
Profit and loss balance . . . . .		92,012.35
Total . . . . .		\$13,446,930.53
<b>CAPITAL STOCK.</b>		
Capital stock authorized by charter	\$7,800,000.00	
Capital stock authorized by votes of company . . . . .	\$7,200,000.00	
Capital stock issued (No. of shares, 71,976); amount paid in . . . . .		\$7,197,600.00
Total number of stockholders . . . . .	2,152	
Number of stockholders in N. H. . . . .	1,352	
Amount of stock held in N. H. . . . .	\$5,844,400.00	
<b>FUNDED DEBT.</b>		
B., C. & M. R. R. bonds due, old, rate of interest, 6 % . . . . .		\$500.00
B., C. & M. R. R. bonds due 1911; rate of interest, 6 % . . . . .		500,000.00
Interest paid on same during year . . . . .	\$30,000.00	
C. & M. R. R. bonds due 1920; rate of interest, 4 %		5,000,000.00
Interest paid on same during year . . . . .	\$200,000.00	
All the above secured by mortgage.		
Total amount of funded debt . . . . .		\$5,500,500.00

DESCRIPTION OF ROAD OWNED.	
Main line from Nashua to Groveton, N. H. . . . .	180.71 miles
Main line of road in New Hampshire . . . . .	180.71 "
Double track on main line . . . . .	34.57 "
Same in New Hampshire . . . . .	34.57 "
Branches owned by company, viz.:	
Nashua to North Acton (single track) . . . . .	20.12 "
Hooksett to Bow Junction (single track) . . . . .	7.59 "
Hedding camp ground to Epping (single track) . . . . .	.78 "
Manchester to Henniker (single track) . . . . .	24.50 "
Tilton & Belmont R. R. (single track) . . . . .	4.17 "
Lake Shore R. R. (single track) . . . . .	17.28 "
Wing Road to Base Station (single track) . . . . .	20.17 "
Whitefield & Jefferson R. R. (single track) . . . . .	33.69 "
Profile & Franconia Notch R. R. (single track) . . . . .	12.84 "
Suncook Valley, extension, R. R. (single track) . . . . .	4.46 "
Total length of branches owned by company . . . . .	145.60 miles
Total length of branches owned by company in New Hampshire . . . . .	130.46 "
Total length of branches owned by company in Massachusetts . . . . .	15.14 "
Total road belonging to this company, as above . . . . .	326.31 "
One half of Manchester & Keene R. R. is owned by the Concord & Montreal R. R. . . . .	29.59½ "
One half of Franklin & Tilton R. R. is owned by the Concord & Montreal R. R. . . . .	4.95½ "
Sidings and other tracks not before enumerated . . . . .	151.27 "
Same in New Hampshire . . . . .	148.49 "
Total length of track owned, computed as single track, not including Manchester & Keene and Franklin & Tilton railroads . . . . .	512.15 "
Same in New Hampshire, not including Manchester & Keene and Franklin & Tilton railroads . . . . .	494.23 "
Total length of tracks laid with steel rails . . . . .	446.51 "
(Weights per yard, 50, 56, 60, 67, 72, 100 lbs.)	
<i>Roads and branches belonging to other companies, operated by Boston &amp; Maine Railroad for this company under lease or contract, the operations of which are included in the return of Boston &amp; Maine Railroad.</i>	
Concord & Portsmouth R. R. . . . .	39.87 miles
Suncook Valley R. R. . . . .	17.41 "
Pemigewasset Valley R. R. . . . .	22.93 "
New Boston R. R. . . . .	5.19 "
Total length of above roads . . . . .	85.40 miles
Total length of above roads in New Hampshire . . . . .	85.40 "
Number of stations on all roads owned by this company . . . . .	115
Same in New Hampshire . . . . .	106

## GENERAL INFORMATION.

*Highway and railroad crossings in New Hampshire  
on miles of road owned.*

Number of crossings on highways at grade . . .	180
Number of crossings on highways over railways . . .	27
Number of crossings on highways under railways . . .	18
Number of highway bridges 18 feet above track . . .	9
Number of highway bridges less than 18 feet above track . . .	19
Height of lowest bridge above the rails . . .	15 ft. 3 in.
Number of railroad crossings at grade . . .	7
Boston & Maine R. R., southern division, Nashua.	
Boston & Maine R. R., western division, Nashua.	
Maine Central R. R., Scott's Junction.	
Maine Central R. R., Whitefield.	
Maine Central R. R., Jefferson.	
Maine Central R. R., Lancaster.	
Maine Central R. R., Fabyan's.	
Number of railroad crossings over other railroads Grand Trunk Railway, Gorham.	1

## BUILDINGS.

See under property accounts.

## NAMES AND RESIDENCES OF OFFICERS.

Benjamin A. Kimball, *President*, Concord, N. H.; John F. Webster, *Treasurer*, Concord, N. H.; Frank S. Streeter, *Clerk of Corporation*, Concord, N. H.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Frederick Smyth, Manchester, N. H.; Benjamin A. Kimball, Concord, N. H.; John H. Pearson, Concord, N. H.; John A. White, Concord, N. H.; Samuel S. Kimball, Concord, N. H.; Walter M. Parker, Manchester, N. H.; Alpha J. Pillsbury, Tilton, N. H.; Charles E. Tilton, Tilton, N. H.; Charles E. Morrison, Boston, Mass.; Lewis C. Pattee, Winchester, Mass.; Frank Jones, Portsmouth, N. H.; Noah S. Clark, Manchester, N. H.; Hiram N. Turner, St. Johnsbury, Vt.

## PROPER ADDRESS OF THE COMPANY.

THE CONCORD & MONTREAL RAILROAD,  
CONCORD, N. H.

B. A. KIMBALL,  
*President.*

JOHN F. WEBSTER,  
*Treasurer.*

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STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. Concord, N. H., January 10, 1898. Then personally appeared Benjamin A. Kimball, president, and John F. Webster, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN M. MITCHELL,  
*Justice of the Peace.*

# REPORT

## OF THE

### CONCORD & PORTSMOUTH RAILROAD

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road . . . . .	\$25,000.00
Salaries and maintenance of organization . . . . .	\$350.00
Other deductions . . . . .	21.00
Total deductions . . . . .	371.00
Net income . . . . .	\$24,629.00
Dividends declared, 7 per cent . . . . .	24,500.00
Surplus for year ending June 30, 1897 . . . . .	\$129.00
Balance profit and loss account June 30, 1896, surplus . . . . .	3,246.26
Balance profit and loss account, June 30, 1897, surplus . . . . .	\$3,375.26
GENERAL BALANCE SHEET.	
Cost of road . . . . .	\$350,000.00
Cash . . . . .	3,375.26
Total . . . . .	\$353,375.26
Capital stock . . . . .	\$350,000.00
Profit and loss balance . . . . .	3,375.26
Total . . . . .	\$353,375.26
CAPITAL STOCK.	
Capital stock authorized by charter . . . . .	\$500,000.00
Capital stock authorized by votes of company . . . . .	350,000.00
Capital stock issued (number of shares, 3,500); amount paid in . . . . .	\$350,000.00

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Total number of stockholders . . . .	209
Number of stockholders in N. H. . . .	177
Amount of stock held in N. H. . . .	\$318,400.00

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NAMES AND RESIDENCES OF OFFICERS.

John J. Pickering, *President*, Portsmouth, N. H.; W. Byron Stearns, *Treasurer*, Manchester, N. H.; Wallace Hackett, *Clerk of Corporation*, Portsmouth, N. H.

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NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

John J. Pickering, Portsmouth, N. H.; Wallace Hackett, Portsmouth, N. H.; Moody Currier, Manchester, N. H.; Walter M. Parker, Manchester, N. H.; William A. Peirce, Greenland, N. H.; Joseph B. Walker, Concord, N. H.; Samuel C. Eastman, Concord, N. H.

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PROPER ADDRESS OF THE COMPANY.

CONCORD & PORTSMOUTH RAILROAD,  
MANCHESTER, N. H.

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W. BYRON STEARNS,  
*Treasurer.*

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STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. December 9, 1897. Then personally appeared W. Byron Stearns and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

H. M. PUTNEY,  
*Justice of the Peace.*

# REPORT

## OF THE

### SUNCOOK VALLEY RAILROAD

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road . . . . .	\$14,700.00
Salaries and maintenance of organization . . . . .	315.80
Net income . . . . .	\$14,384.20
Dividends declared, 6 per cent . . . . .	14,400.00
Deficit for year ending June 30, 1897 . . . . .	\$15.80
Balance profit and loss account, June 30, 1896, surplus . . . . .	417.96
Total profit and loss account, surplus . . . . .	\$402.16
GENERAL BALANCE SHEET.	
Cost of road . . . . .	\$348,199.19
Cash . . . . .	2,598.97
Total . . . . .	\$350,798.16
Capital stock . . . . .	\$341,700.00
Contributions . . . . .	8,696.00
Profit and loss balance . . . . .	402.16
Total . . . . .	\$350,798.16
CAPITAL STOCK.	
Capital stock authorized by charter . . . . .	\$500,000.00
Capital stock authorized by votes of company . . . . .	341,700.00
Capital stock issued (number of shares, 3,417); amount paid in . . . . .	\$341,700.00
Total number of stockholders . . . . .	173
Number of stockholders in N. H. . . . .	161
Amount of stock held in N. H. . . . .	\$323,400.00
Non-dividend paying stock included in above, \$101,700.	

DESCRIPTION OF ROAD OWNED.	
Main line of road from Suncook to Pittsfield . . . . .	17.37 miles
Main line of road in New Hampshire . . . . .	17.37 "
Total road belonging to this company . . . . .	17.37 "
Sidings and other tracks not before enumerated . . . . .	3.56 "
Same in New Hampshire . . . . .	3.56 "
Total length of track owned, computed as single track . . . . .	20.93 "
Same in New Hampshire . . . . .	20.93 "
Total length of track laid with steel rails . . . . .	14.35 "
<i>Roads and branches belonging to other companies, operated by this company under lease or contract, the operations of which are included in this return.</i>	
Number of stations in New Hampshire on all roads operated by this company . . . . .	6
Number of stations on all roads owned by this company . . . . .	6

#### NAMES AND RESIDENCES OF OFFICERS.

Hiram A. Tuttle, *President*, Pittsfield, N. H.; Walter M. Parker, *Treasurer*, Manchester, N. H.; Nathan P. Hunt, *Clerk of Corporation*, Manchester, N. H.

#### NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Reuben L. French, Pittsfield, N. H.; Charles H. Carpenter, Chichester, N. H.; William F. Head, Hooksett, N. H.; Frederick Smyth, Manchester, N. H.; Hiram A. Tuttle, Pittsfield, N. H.; John C. French, Manchester, N. H.; George E. Kent, Pittsfield, N. H.

#### PROPER ADDRESS OF THE COMPANY.

SUNCOOK VALLEY RAILROAD,

WALTER M. PARKER, *Treasurer*,

MANCHESTER, N. H.

HIRAM A. TUTTLE,  
*President.*

WALTER M. PARKER,  
*Treasurer.*



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STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. October 14, 1897. Then personally appeared Hiram A. Tuttle, president, Walter M. Parker, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ORIEN B. DODGE,  
*Justice of the Peace.*

# REPORT

OF THE

## PEMIGEWASSET VALLEY RAILROAD\*

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road, 6 per cent on capital stock . . . . .	\$32,490.00
Organization fund . . . . .	300.00
Total income . . . . .	\$32,790.00
Salaries and maintenance of organization . . . . .	284.66
Net income . . . . .	\$32,505.34
Dividends declared, 6 per cent on capital stock, \$541,500.00 . . . . .	32,490.00
Surplus for year ending June 30, 1897 . . . . .	\$15.34
Balance profit and loss account, June 30, 1896, surplus . . . . .	289.25
Balance profit and loss account, June 30, 1897, surplus . . . . .	\$304.59
GENERAL BALANCE SHEET.	
Cost of road . . . . .	\$541,262.12
Cash . . . . .	542.47
Total . . . . .	\$541,804.59
Capital stock . . . . .	\$541,500.00
Profit and loss balance . . . . .	304.59
Total . . . . .	\$541,804.59

\* This road is operated by the Boston & Maine Railroad, under lease of the Concord & Montreal Railroad to said Boston & Maine Railroad, dated June 29, 1895.

CAPITAL STOCK.	
Capital stock authorized by charter	\$2,000,000.00
Capital stock authorized by votes of company	\$541,500.00
Capital stock issued (number of shares, 5,415); amount paid in	\$541,500.00
Total number of stockholders	182
Number of stockholders in N. H.	129
Amount of stock held in N. H.	\$390,500.00

DESCRIPTION OF ROAD OWNED.	
Main line of road from Plymouth, N. H., to Lincoln, N. H.	22.93 miles
Total road belonging to this company	22.93 "
Sidings and other tracks not before enumerated	7.71 "
Same in New Hampshire	7.71 "
Total length of track owned, computed as single track	30.64 "
Same in New Hampshire	30.64 "
Total length of tracks laid with steel rails	23.77 "
(Weights per yard, 56 lbs., 72 lbs. for 75 ft.)	

## NAMES AND RESIDENCES OF OFFICERS.

Benjamin A. Kimball, *President*, Concord, N. H.; John F. Webster, *Treasurer*, Concord, N. H.; George H. Adams, *Clerk of Corporation*, Plymouth, N. H.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Benjamin A. Kimball, Concord, N. H.; George W. Hills, Lawrence, Mass.; John C. French, Manchester, N. H.; Henry Chandler, Manchester, N. H.; Nathan P. Hunt, Manchester, N. H.; John J. Cilley, Deerfield, N. H.; Joseph W. Campbell, Woodstock, N. H.; Charles H. Bowles, Plymouth, N. H.; Alpha J. Pillsbury, Tilton, N. H.

## PROPER ADDRESS OF THE COMPANY.

PEMIGEWASSET VALLEY RAILROAD,  
CONCORD, N. H.

B. A. KIMBALL,  
*President.*

JOHN F. WEBSTER,  
*Treasurer.*

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STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. January 10, 1898. Then personally appeared Benjamin A. Kimball, president, and John F. Webster, treasurer, of the Pemigewasset Valley Railroad of New Hampshire, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN M. MITCHELL,  
*Justice of the Peace.*

# REPORT

## OF THE

### MAINE CENTRAL RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation . . . . .	\$4,923,335.91
Less operating expenses . . . . .	3,173,285.56
Income from operation . . . . .	\$1,750,050.35
Interest on bonds owned:	
Maine Central R. R. bond . . . . .	\$35.00
Dividends on stocks owned:	
Portland & Rochester R. R. . . . .	282.00
Portland & Ogdensburg Ry. . . . .	3,963.60
Knox & Lincoln Ry. . . . .	10,000.00
St. John Bridge & Extension Co. . . . .	1,000.00
Bridgton & Saco River R. R. . . . .	100.00
Miscellaneous income, less expense . . . . .	11,466.49
Income from other sources . . . . .	26,847.09
Total income . . . . .	\$1,776,897.44
Deductions from income:	
Interest on funded debt accrued during year . . . . .	\$605,115.87
Interest and discount on interest-bearing current liabilities . . . . .	51,944.31
Taxes . . . . .	112,283.46
Rentals:	
European & North American Ry. . . . .	165,500.00
Belfast & Moosehead Lake R. R. . . . .	36,000.00
Dexter & Newport R. R. . . . .	18,000.00
Eastern Maine R. R. . . . .	9,500.00
Portland & Ogdensburg Ry. . . . .	202,300.76
Dexter & Piscataquis R. R. . . . .	13,350.00
Upper Coös R. R. . . . .	61,375.00

Hereford Ry. . . . .	\$64,500.00	
Knox & Lincoln Ry. . . . .	79,954.16	
Total deductions from income . . . . .		\$1,419,823.56
Net income . . . . .		\$357,073.88
Dividends declared, 6 per cent on common stock . . . . .		298,524.00
Surplus for the year ending June 30, 1897 . . . . .		\$58,549.88
Balance profit and loss account, June 30, 1896, surplus . . . . .		668,625.10
Total profit and loss account, surplus . . . . .		\$727,174.98
Premium on bonds sold . . . . .	\$300.00	
Interest on sinking funds . . . . .	15,149.28	
Sundry accounts . . . . .	6,204.30	
	\$21,653.58	
Uncollectible accounts charged off . . . . .	11,872.40	9,781.18
Balance profit and loss account, June 30, 1897, surplus . . . . .		\$736,956.16
<b>EARNINGS FROM OPERATION.</b>		
Passenger revenue . . . . .		\$1,867,249.04
Mail . . . . .		171,667.01
Express . . . . .		74,311.20
Extra baggage and storage . . . . .		27,935.30
Total passenger earnings . . . . .		\$2,141,162.55
Freight revenue . . . . .		2,756,873.36
Total passenger and freight earnings . . . . .		\$4,898,035.91
Rents from tracks, yards, and terminals . . . . .		25,300.00
Total gross earnings from operation . . . . .		\$4,923,335.91
<b>OPERATING EXPENSES.</b>		
Maintenance of way and structures:		
Repairs of roadway . . . . .		\$459,644.70
Renewals of rails . . . . .		125,809.00
Renewals of ties . . . . .		109,959.42
Repairs of bridges and culverts . . . . .		85,818.38
Repairs of fences, road crossings, signs, and cattle guards . . . . .		22,939.48
Repairs of buildings . . . . .		100,599.81
Repairs of docks and wharves . . . . .		2,604.51
Total . . . . .		\$907,395.30

<b>Maintenance of equipment:</b>	
Repairs and renewals of locomotives . . .	\$178,827.86
Repairs and renewals of passenger cars . . .	99,492.11
Repairs and renewals of freight cars . . .	123,425.62
Shop, machinery, tools, etc. . . . .	11,301.61
Other expenses . . . . .	14,860.97
<b>Total . . . . .</b>	<b>\$427,908.17</b>
<b>Conducting transportation:</b>	
Wages of enginemen, firemen, and roundhouse-men . . . . .	\$272,028.88
Fuel for locomotives . . . . .	384,765.56
Water supplies for locomotives . . . . .	20,461.57
All other supplies for locomotives . . . . .	13,211.30
Wages of other trainmen . . . . .	194,535.83
All other train supplies . . . . .	85,542.30
Wages of switchmen, flagmen, and watchmen . . . . .	139,491.67
Expense of telegraph, including train dispatchers and operators . . . . .	58,773.05
Wages of station agents, clerks, and laborers . . . . .	233,247.43
Station supplies . . . . .	71,393.28
Car mileage, balances . . . . .	92,040.26
Loss and damage . . . . .	11,378.43
Injuries to persons . . . . .	16,340.82
Steamboats, expenses of, including wages, fuel, and supplies . . . . .	42,816.17
Other expenses . . . . .	78,164.59
<b>Total . . . . .</b>	<b>\$1,714,190.87</b>
<b>General expenses:</b>	
Salaries of officers and clerks . . . . .	\$58,234.11
General office expenses and supplies . . . . .	11,125.42
Insurance . . . . .	31,747.28
Legal expenses . . . . .	15,256.56
Stationery and printing . . . . .	7,427.85
<b>Total . . . . .</b>	<b>\$123,791.22</b>
<b>Recapitulation of expenses:</b>	
Maintenance of way and structures . . . . .	\$907,395.30
Maintenance of equipment . . . . .	427,908.17
Conducting transportation . . . . .	1,714,190.87
General expenses . . . . .	123,791.22
<b>Grand total . . . . .</b>	<b>\$3,173,285.56</b>
Percentage of operating expenses to earnings . . . . .	.64

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry . . . . .	\$1,993.06
Bridging . . . . .	829.36
Superstructure, including rails . . . . .	10,324.95
Lands, land damages, and fences . . . . .	2,207.00
Passenger and freight stations, woodsheds, and water-stations . . . . .	518.45
Engineering, agencies, salaries, and other expenses during construction . . . . .	54.94
Total for construction . . . . .	\$14,269.04
Total for equipment . . . . .	66,212.80
Other expenditures charged to property account, improvement to rolling stock in compliance with "Safety Appliance Act" of March 3, 1893.	
Total charges to property account . . . . .	\$80,481.84
GENERAL BALANCE SHEET.	
Cost of road . . . . .	\$12,264,191.53
Cost of equipment . . . . .	2,268,339.47
Bonds of Maine Central R. R. Co. . . . .	500.00
Stock of:	
Portland & Rochester R. R. Co. . . . .	4,700.00
Portland & Ogdensburg Ry. . . . .	79,272.00
Knox & Lincoln Ry. . . . .	200,090.00
St. John Bridge & Extension Co. . . . .	20,000.00
Portland, Mt. Desert & Machias Steamboat Co. . . . .	121,000.00
Portland Union Ry. Station Co. . . . .	25,000.00
Sebasticook & Moosehead R. R. Co. . . . .	8,000.00
Northern Maine R. R. Co. . . . .	27,503.97
Phillips & Rangely R. R. Co. . . . .	25,000.00
Kingfield & Dead River R. R. Co. . . . .	9,500.00
Bridgton & Saco River R. R. . . . .	5,000.00
Other permanent investments . . . . .	8,191,441.60
Total permanent investments . . . . .	\$23,249,448.57
Cash . . . . .	\$501,691.05
Bills receivable . . . . .	120,000.00
Due from agents . . . . .	116,292.68
Net traffic balance from other companies . . . . .	47,943.74
Due from solvent companies and other individuals . . . . .	149,372.31
Total cash and current assets . . . . .	935,299.78



<b>Other assets:</b>		
Materials and supplies . . . . .	\$485,737.24	
Sinking fund . . . . .	390,613.75	
New rolling stock . . . . .	74,989.75	
Boston Safe Deposit & Trust Co., trust fund . . . . .	2,821.00	
<b>Total other assets . . . . .</b>		<b>\$954,161.74</b>
<b>Total . . . . .</b>		<b>\$25,138,910.09</b>
<b>Capital stock:</b>		
Common . . . . .	\$4,975,400.00	
Common, unissued . . . . .	8,100.00	
<b>Total capital stock . . . . .</b>		<b>\$4,983,500.00</b>
Funded debt of Maine Central R. R. Co. . . . .		10,778,200.00
Bonds guaranteed by Maine Central R. R. Co. . . . .		6,676,000.00
<b>Current liabilities:</b>		
Loans and bills payable . . . . .	\$1,188,000.00	
Audited vouchers and accounts . . . . .	202,816.19	
Wages and salaries . . . . .	141,415.94	
Dividends not called for . . . . .	8,731.54	
Matured interest coupons unpaid (including coupons due July 1) . . . . .	104,793.25	
<b>Total current liabilities . . . . .</b>		<b>1,645,756.92</b>
<b>Accrued liabilities:</b>		
Accrued rentals not yet due . . . . .	\$116,875.02	
Accrued interest not yet due . . . . .	131,129.99	
Maine Central R. R. stock scrip . . . . .	1,300.00	
Maine Central R. R. interest scrip . . . . .	8,192.00	
Androscoggin & Kennebec R. R. stock bonds . . . . .	11,000.00	
<b>Total accrued liabilities . . . . .</b>		<b>268,497.01</b>
Injury fund . . . . .		50,000.00
Profit and loss balance . . . . .		736,956.16
<b>Total . . . . .</b>		<b>\$25,138,910.09</b>
<b>Other liabilities:</b>		
Androscoggin R. R. lease . . . . .		\$768,333.33
European & North American Ry. lease . . . . .		1,112,983.45
Portland & Ogdensburg Ry. lease . . . . .		1,003,709.58
Portland & Ogdensburg Ry. improvement . . . . .		678,150.94
Portland & Ogdensburg Ry. Extension . . . . .		501,257.65
Dexter & Piscataquis R. R. lease . . . . .		229,704.35
Upper Coös R. R. lease . . . . .		442,029.96
Upper Coös R. R. extension . . . . .		737,892.39
Hereford Ry. lease . . . . .		898,946.13
Knox & Lincoln Ry. lease . . . . .		1,818,433.87
		<b>\$8,191,441.60</b>

CAPITAL STOCK.		
Capital stock authorized by charter	\$10,000,000.00	
Capital stock authorized by votes of the company	4,976,700.00	
Capital stock issued (No. of shares, 49,754); amount paid in		\$4,975,400.00
Capital stock paid in on shares not issued (No. shares, 13)		1,300.00
Total amount paid in as per books of the company		\$4,976,700.00
Total number of stockholders	854	
Number of stockholders in N. H.	59	
Amount of stock held in N. H.	\$111,000.00	
FUNDED DEBT.		
Bonded debt:		
Androscoggin & Kennebec R. R. bonds	\$1,500.00	500.00
Maine Central extension bonds	496,500.00	
Maine Central 7 per cent \$1,100,000 loan	756,800.00	
		\$1,254,800.00
Portland & Kennebec consolidated bonds		900.00
Androscoggin R. R. city of Bath loan		500.00
Leeds & Farmington R. R. bonds		1,500.00
Maine Central:		
Consolidated bonds, class A	\$991,500.00	
Consolidated bonds, class B	2,715,000.00	
Consolidated bonds, class C	2,850,000.00	
Consolidated bonds, class D	1,169,000.00	
		7,725,500.00
Maine Central collateral trust 5 per cent bonds	\$669,000.00	
Maine Shore Line R. R. first mortgage bonds	76,000.00	
		745,000.00
Maine Central sinking fund bonds		600,000.00
Improvement bonds, class A	\$200,000.00	
Improvement bonds, class B	250,000.00	
		\$450,000.00
Total bonded debt		\$10,778,200.00
Bonds guaranteed by Maine Central R. R. Co.:		
City of Bangor loan	\$1,000.00	
40-year E. & N. A. Ry. mortgage bonds	1,000,000.00	
		\$1,001,000.00

Portland & Ogdensburg R. R. first mortgage bonds . . . . .	\$800,000.00	
Portland & Ogdensburg Ry. 20-year mortgage bonds . . . . .	1,319,000.00	
		\$2,119,000.00
Dexter & Piscataquis R. R. bonds . . . . .		175,000.00
Hereford Ry. Co. 40-year bonds . . . . .		800,000.00
Upper Coös R. R. 40-year bonds . . . . .		925,000.00
Penobscot Shore Line Ry. bonds \$1,300,000.00		
Knox & Lincoln Ry. bonds . . . . .	356,000.00	
		1,656,000.00
Total guaranteed bonds . . . . .		\$6,676,000.00

## Principal and interest fall due as follows:

BONDS.	AMOUNT.	WHEN DUE.	INTEREST.
Androscoggin & Ken. R. R. bond..	\$1,500	Aug. 1, 1890	
		to Sept. 1, 1891	6s
Androscoggin R. R., Bath loan....	500	April 1, 1893	6s
City of Bangor loan. ....	1,000	Jan. 1, 1894	6s
Portland & Kennebec Consols....	900	April 1, 1895	6s
Leeds & Farmington R. R. bonds.	1,500	July 1, 1896	6s
Maine Central \$1,100,000 loan.....	756,800	July 1, 1898	7s
Port. & Ogdensburg R. R. bonds.	800,000	July 1, 1900	6s
Maine Central Extension, gold.....	496,500	Oct. 1, 1900	6s
M. C. Sinking Fund bonds.....	600,000	Feb. 1, 1905	4½s
Port. & Ogdensburg Ry. bonds....	1,319,000	Nov. 1, 1906	5s
Maine Central Consols.....	8,924,000	April 1, 1912	7s
Maine Central Consols.....	269,500	April 1, 1912	5s
Maine Central Consols.....	1,525,000	April 1, 1912	4½s
Maine Central Consols.....	2,007,000	April 1, 1912	4s
M. C. Improvement bonds, A.....	200,000	July 1, 1916	4½s
M. C. Improvement bonds, B.....	250,000	July 1, 1917	4½s
Penobscot Shore Line Ry. bonds.	1,300,000	Aug. 1, 1920	4s
Knox & Lincoln Ry. bonds.....	350,000	Feb. 1, 1921	5s
M. C. Collateral Trust bonds.....	669,000	June 1, 1923	5s
Maine Shore Line 1st Mort. bonds	76,400	June 1, 1923	6s
Dexter & Piscataquis R. R. bonds.	175,000	July 1, 1929	4s
Hereford Railway bonds.....	800,000	May 1, 1930	4s
Upper Coös Railroad bonds.....	350,000	May 1, 1930	4s
Upper Coös R. R. bonds. ....	575,000	May 1, 1930	4½s
Me. Cent'l 40-year E. & N. A. bonds	1,000,000	Jan. 1, 1933	4s

Coupons of the above Bonds will be paid at the National Revere Bank of Boston, the First National Bank of Portland, and at the Office of the Treasurer, Portland.

PASSENGER, FREIGHT, AND TRAIN MILEAGE.		
Passenger traffic:		
Number of passengers carried		
earning revenue . . . . .	2,005,172	
Number of passengers carried one mile . . . . .	79,224,995	
Average of distance carried, miles	39.15	

Total passenger revenue . . . . .	\$1,867,249.04
Average amount received from each passenger . . . . .	.93122
Average receipts per passenger per mile . . . . .	.02357
Passenger earnings per mile of road . . . . .	2,631.20
Passenger earnings per train mile . . . . .	1.24080
<b>Freight traffic:</b>	
Number of tons carried of freight-earning revenue . . . . .	2,687,603
Number of tons carried one mile . . . . .	206,746,056
Average distance haul of one ton, miles . . . . .	76.93
Total freight revenue . . . . .	\$2,756,873.36
Average amount received for each ton of freight . . . . .	1.02577
Average receipts per ton per mile . . . . .	.01334
Freight earnings per mile of road . . . . .	3,387.82
Freight earnings per train mile . . . . .	1.8937
<b>Train mileage:</b>	
Miles run by passenger trains . . . . .	1,725,630
Miles run by freight trains . . . . .	1,455,814
Total mileage trains earning revenue . . . . .	3,181,444
Miles run by switching trains . . . . .	1,156,959
Miles run by construction and other trains . . . . .	238,923
Total train mileage . . . . .	4,577,326
<b>DESCRIPTION OF ROAD OWNED.</b>	
<b>Main line of road from:</b>	
Portland to Bangor . . . . .	136.60 miles
Penobscot Junction to Mt. Desert Ferry . . . . .	41.13 "
Brunswick to Bath . . . . .	8.90 "
Cumberland to Skowhegan . . . . .	91.20 "
Leeds Junction to Farmington . . . . .	36.40 "
Crowley's to Lewiston . . . . .	26.20 "
Brunswick to Leeds Junction . . . . .	32.80 "
Total road belonging to this company . . . . .	378.03 miles
Sidings and other tracks not before enumerated . . . . .	134.00 "
Total length of track owned, computed as single track . . . . .	512.03 miles
(weight per yard, 75 lbs.) . . . . .	
<b>Roads and branches belonging to other companies, operated by this company under lease or contract, the operations of which are included in this return.</b>	
European & North American Ry. . . . .	120.34 miles
Portland & Ogdensburg Ry. . . . .	109.10 "
Belfast & Moosehead Lake R. R. . . . .	33.13 "

Dexter & Newport R. R. . . . .	14.23 miles
Dexter & Piscataquis R. R. . . . .	16.54 "
Knox & Lincoln Ry. . . . .	48.39 "
Upper Coös R. R. . . . .	55.00 "
Hereford Ry. . . . .	18.80 "
Eastern Maine R. R. . . . .	18.80 "
Total length of above roads . . . . .	468.53 miles
Total length of above roads in New Hampshire . . . . .	99.81 "
Total length of above roads in Maine . . . . .	302.53 "
Total length of above roads in Vermont . . . . .	13.85 "
Total length of above roads in Canada . . . . .	52.34 "
Total miles of road operated by this company . . . . .	813.76 miles
Total miles of road operated by this company in New Hampshire . . . . .	99.81 "
Number of stations in New Hampshire, on all roads operated by this company . . . . .	23
Number of telegraph offices in same . . . . .	21
Number of stations on all roads owned by this company . . . . .	85

## EQUIPMENT.

	Number owned.	Total number.	Maximum weight.	Average weight.	Number equipped with train brake.	Number equipped with driving wheel brake.	Number equipped with patent coupler.
Passenger locomotives.....	62	62	Tons. 92	Tons. 76	62	62	.....
Freight ".....	66	66	90	74	58	81	.....
Other ".....	32	32	72	54	8	15	.....
Total .....	160	160	.....	.....	126	108	.....
Passenger cars.....	148	148	Lbs. 48,000	Lbs. 40,500	148	.....	148
Combination cars.....	19	19	40,000	37,000	19	.....	19
Baggage, mail, and express cars	63	63	52,000	42,500	63	.....	63
Directors' and pay cars.....	1	1	.....	.....	1	.....	1
Total .....	231	231	.....	.....	231	.....	231
Box freight cars(basis of 8 wheels)	855	855	24,200	22,800	232	.....	239
Stock freight cars ".....	67	67	25,000	22,500	2	.....	2
Coal freight cars ".....	250	250	24,000	22,000	10	.....	10
Flat freight cars ".....	2,103	2,103	19,000	18,300	737	.....	762
Other freight cars ".....	13	13	85,000	28,500	.....	.....	.....
Total .....	3,288	3,288	.....	.....	981	.....	1,013
Gravel cars in company's service	58	58	9,400	9,250	.....	.....	.....
Derrick cars ".....	15	15	20,000	18,800	.....	.....	.....
Caboose cars ".....	70	70	31,500	30,600	.....	.....	.....
Other road cars ".....	372	372	.....	.....	.....	.....	.....
Total .....	515	515	.....	.....	.....	.....	.....

## LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers .....	.....	.....	.....	1	.....	1	.....	13
Employees .....	.....	1	.....	.....	.....	1	2	83
Others .....	.....	.....	1	.....	1	.....	8	81

## STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

One passenger slightly injured by falling from a train. The accident was caused by intoxication of passenger.

One brakeman had finger jammed while coupling cars.

One man, unknown, jumped upon the track and was fatally injured by train.

## GENERAL INFORMATION.

*Highway and railroad crossings in New Hampshire on miles of road leased.*

Number of crossings on highways at grade . . .	63
Number of crossings on highways over railroad	1
Number of crossings on highways under railroad	4
Number of highway bridges 18 feet above track	1
Height of lowest bridge above the rails . . .	20 ft.
Number of crossings at which gates or flagmen are maintained (in summer, 5; in winter, 1) .	5
Number of railroad crossings at grade . . .	7
Boston & Maine R. R.: Fabyan's, Whitefield, Scott's Junction, Waumbec and Coös Junction.	
Grand Trunk Ry.: North Stratford, Kilkenny, Lumber road and Lancaster.	

*New bridges of over ten feet span, built within the year, on roads operated in New Hampshire (including those replacing old structures and those built where none before existed).*

Location.	To replace.	Description.	Length of span and number of tracks.	Cost.
Whitefield....	Pile trestle	Thro' steel plate girder	66 ft., single ...	\$1,500.97

*Bridges on roads operated in New Hampshire.*

Total length of pile and trestle bridging . . .	1,003 feet
Total length of pile and trestle bridging (iron trestle) . . .	1,003 "
Bridges extensively repaired during the year: Rogers' Farm, Davis brook, and Beecher brook, additional girders.	
Total amount expended for repairs and renewals of bridges . . . . .	\$2,513.35

Number of new ties laid in New Hampshire:	
Portland & Ogdensburg Ry. . . . .	30,926
Upper Coös R. R. . . . .	10,341
Tons of steel rails laid in New Hampshire . . .	412 51-112
Side tracks laid in New Hampshire . . . . .	12.996 miles

## BUILDINGS.

Conway Center, passenger station.  
 Bartlett, passenger station, freight house, and baggage room.  
 Lancaster, coal shed, trestle, and employees' building.

## NAMES AND RESIDENCES OF OFFICERS.

Franklin A. Wilson, *President*, Bangor, Me.; Payson Tucker, *Vice-President*, Portland, Me.; George F. Evans, *General Manager*, Portland, Me.; William W. Colby, *Auditor*, Portland, Me.; D. C. Prescott, *General Freight Agent*, Portland, Me.; F. E. Boothby, *General Passenger Agent*, Portland, Me.; George W. York, *Treasurer*, Portland, Me.; Josiah H. Drummond, *Clerk of Corporation*, Portland, Me.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Franklin A. Wilson, Bangor, Me.; Payson Tucker, Portland, Me.; William G. Davis, Portland, Me.; Joseph S. Ricker, Deering, Me.; Thomas W. Hyde, Bath, Me.; John Ware, Waterville, Me.; Samuel C. Lawrence, Medford, Mass.; Lucius Tuttle, Boston, Mass.; Henry M. Whitney, Boston, Mass.; Henry R. Reed, Boston, Mass.; Lewis Cass Ledyard, New York, N. Y.; George M. Pullman, Chicago, Ill.; Joseph H. Manley, Augusta, Me.

## PROPER ADDRESS OF THE COMPANY.

MAINE CENTRAL RAILROAD COMPANY,  
 PORTLAND, MAINE.

FRANKLIN A. WILSON,  
*President.*

GEORGE F. EVANS,  
*General Manager.*

FRANK G. STEVENS,  
*Clerk.*

## STATE OF MAINE.

CUMBERLAND Co., ss. September 29, 1897. Then personally appeared Franklin A. Wilson, George F. Evans, and Frank G. Stevens, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN W. DANA,  
*Justice of the Peace.*



# REPORT

OF THE

## UPPER COOS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road . . . . .	\$66,685.00
Salaries and maintenance of organization . . . . .	\$500.00
Interest on funded debt accrued . . . . .	45,185.00
Total deductions . . . . .	45,685.00
Net income . . . . .	\$21,000.00
Dividends declared, 6 per cent . . . . .	\$21,000.00
GENERAL BALANCE SHEET.	
Cost of road . . . . .	\$1,161,478.12
Cost of equipment . . . . .	231,521.88
Total permanent investments . . . . .	\$1,393,000.00
Capital stock, common . . . . .	\$350,000.00
Funded debt . . . . .	1,043,000.00
Total . . . . .	\$1,393,000.00
CAPITAL STOCK.	
Capital stock authorized by charter . . . . .	\$350,000.00
Capital stock authorized by votes of company . . . . .	\$350,000.00
Capital stock issued (number of shares, 3,500). . . . .	
Capital stock paid in on shares not issued . . . . .	\$350,000.00
Total number of stockholders . . . . .	24
Number of stockholders in N. H. . . . .	9
Amount of stock held in N. H. . . . .	\$258,500.00

FUNDED DEBT.	
First mortgage bonds due May 1, 1930; rate of interest, $4\frac{1}{2}\%$ . . . . .	\$350,000.00
Interest paid on same during year . . . . .	\$14,000.00
First mortgage bonds due May 1, 1930; rate of interest, $4\frac{1}{2}\%$ . . . . .	693,000.00
Interest paid on same during year . . . . .	\$31,185.00
Total amount of funded debt . . . . .	\$1,043,000.00
DESCRIPTION OF ROAD OWNED.	
Main line of road from Quebec Junction to Beecher Falls, Vt. . . . .	55 miles
Total road belonging to this company . . . . .	55 "

## NAMES AND RESIDENCES OF OFFICERS.

George Van Dyke, *President*, Lancaster, N. H.; George F. Evans, *General Manager*, Portland, Me.; Irving W. Drew, *General Counsel*, Lancaster, N. H.; T. S. McGowen, *Treasurer*, 17 State street, Boston, Mass.; Chester B. Jordan, *Clerk of Corporation*, Lancaster, N. H.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

George Van Dyke, Lancaster, N. H.; Frank Jones, Portsmouth, N. H.; Charles A. Sinclair, Portsmouth, N. H.; Charles Howard, Boston, Mass.; Irving W. Drew, Lancaster, N. H.; H. O. Kent, Lancaster, N. H.

## PROPER ADDRESS OF THE COMPANY.

UPPER COOS RAILROAD COMPANY,  
17 STATE ST., BOSTON, MASS.

GEORGE VAN DYKE,  
*President.*  
T. S. MCGOWEN,  
*Treasurer.*  
T. S. MCGOWEN,  
*Clerk.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, August 31, 1897. Then personally appeared T. S. McGowen, treasurer, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

HENRY T. GOOLD,  
*Justice of the Peace.*

# REPORT

## OF THE

### FITCHBURG RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation . . . . .	\$7,155,768.45
Less operating expenses . . . . .	4,979,830.08
Income from operation . . . . .	\$2,175,938.37
Deductions from income:	
Interest on funded debt accrued during year . . . . .	\$1,009,048.60
Interest and discount on interest-bearing current liabilities . . . . .	14,462.62
Taxes . . . . .	259,148.35
Rentals:	
Vermont & Massachusetts R. R. . . . .	244,580.00
Troy & Bennington R. R. . . . .	15,400.00
Total deductions from income . . . . .	\$1,542,639.57
Net income . . . . .	\$633,298.80
Dividends declared, 4 per cent on preferred stock . . . . .	603,754.00
Surplus for the year ending June 30, 1897 . . . . .	\$29,544.80
Balance profit and loss account, June 30, 1896, surplus . . . . .	327,804.41
Balance profit and loss account, June 30, 1897, surplus . . . . .	\$357,349.21
EARNINGS FROM OPERATION.	
Passenger revenue . . . . .	\$2,036,116.02
Less repayments . . . . .	4,808.42
Total passenger revenue . . . . .	\$2,031,307.60

Mail . . . . .	\$78,821.60
Express . . . . .	160,789.44
Other items . . . . .	42,801.45
<b>Total passenger earnings . . . . .</b>	<b>\$2,313,720.09</b>
Freight revenue . . . . .	\$4,469,877.57
Less payments . . . . .	78,307.33
<b>Total freight revenue . . . . .</b>	<b>\$4,391,570.24</b>
Other items . . . . .	107,288.75
<b>Total freight earnings . . . . .</b>	<b>4,498,858.99</b>
<b>Total passenger and freight earnings . . . . .</b>	<b>\$6,812,579.08</b>
<b>Other earnings from operation:</b>	
Rents from tracks, yards, and terminals . . . . .	\$7,500.00
Rentals not otherwise provided for . . . . .	61,082.18
Other sources, elevators, wharves, etc. . . . .	274,607.19
<b>Total other earnings . . . . .</b>	<b>343,189.37</b>
<b>Total gross earnings from operation . . . . .</b>	<b>\$7,155,768.45</b>
<b>OPERATING EXPENSES.</b>	
<b>Maintenance of way and structures:</b>	
Superintendence . . . . .	\$13,156.94
Repairs of roadway . . . . .	480,586.85
Renewals of rails . . . . .	73,617.44
Renewals of ties . . . . .	127,381.29
Repairs of bridges and culverts . . . . .	26,087.87
Repairs of fences, road crossings, signs, and cattle guards . . . . .	41,116.04
Repairs of buildings . . . . .	142,047.22
Repairs of docks and wharves . . . . .	4,651.55
Repairs of telegraph . . . . .	5,440.67
Stationery and printing . . . . .	220.62
<b>Total . . . . .</b>	<b>\$914,306.49</b>
<b>Maintenance of equipment:</b>	
Superintendence . . . . .	\$28,266.48
Repairs and renewals of locomotives . . . . .	321,842.56
Repairs and renewals of passenger cars . . . . .	90,714.19
Repairs and renewals of freight cars . . . . .	302,037.45
Repairs and renewals of work cars . . . . .	6,489.33

Shop, machinery, tools, etc. . . . .	\$27,501.34
Stationery and printing . . . . .	605.91
Other expenses . . . . .	28,357.51
<b>Total . . . . .</b>	<b>\$805,814.77</b>
<b>Conducting transportation:</b>	
Superintendence . . . . .	\$92,591.09
Wages of enginemen, firemen, and roundhouse-men . . . . .	501,281.55
Fuel for locomotives . . . . .	635,301.68
Water supplies for locomotives . . . . .	34,225.68
All other supplies for locomotives . . . . .	26,696.24
Wages of other trainmen . . . . .	376,609.09
All other train supplies . . . . .	42,281.50
Wages of switchmen, flagmen, and watchmen . . . . .	236,530.49
Expense of telegraph, including train dispatchers and operators . . . . .	61,494.20
Wages of station agents, clerks, and laborers . . . . .	411,289.79
Station supplies . . . . .	36,125.02
Clearing wrecks . . . . .	5,665.36
Car mileage, balances . . . . .	260,141.82
Loss and damage . . . . .	30,264.74
Injuries to persons . . . . .	104,578.85
Stationery and printing . . . . .	28,478.79
Other expenses . . . . .	715.84
<b>Total . . . . .</b>	<b>\$2,884,271.73</b>
<b>General expenses:</b>	
Salaries of officers . . . . .	\$31,860.30
Salaries of clerks . . . . .	23,597.28
General office expenses and supplies . . . . .	7,909.73
Agencies, including salaries and rent . . . . .	17,823.03
Advertising . . . . .	11,296.98
Insurance . . . . .	24,387.91
Expenses of fast freight lines and traffic associations . . . . .	43,902.35
Expense of stock yards, wharves, and elevators . . . . .	100,850.65
Rents for tracks, yards, and terminals . . . . .	83,756.54
Rentals not otherwise provided for . . . . .	8,657.00
Legal expenses . . . . .	18,098.25
Stationery and printing . . . . .	3,005.36
Other general expenses . . . . .	2,291.71
<b>Total . . . . .</b>	<b>\$375,437.09</b>
<b>Recapitulation of expenses:</b>	
Maintenance of way and structures . . . . .	\$914,306.49
Maintenance of equipment . . . . .	805,814.77
Conducting transportation . . . . .	2,884,271.73
General expenses . . . . .	375,437.09
<b>Grand total . . . . .</b>	<b>\$4,979,830.08</b>
Percentage of operating expenses to earnings . . . . .	69.59

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Lands, land damages, and fences . . . . .	\$63,980.92
Constitution wharf purchase . . . . .	675,000.00
Permanent improvements . . . . .	57,299.13
Total for construction . . . . .	\$796,280.05
The sum of \$502,400, representing 4,424 shares of preferred stock hitherto held in B., H., T. & W. Ry. Consolidation, and 600 shares hitherto included in Monadnock R. R. Consolidation, have been transferred to "Other cash assets."	
Total credits to property accounts . . . . .	502,400.00
Net addition to property accounts for the year	\$293,880.05
GENERAL BALANCE SHEET.	
Cost of road . . . . .	\$39,653,403.88
Cost of equipment . . . . .	4,129,786.00
Vermont and Massachusetts R. R. improvements	1,728,739.31
Total permanent investments . . . . .	\$45,511,929.19
Cash . . . . .	\$639,612.46
Bills receivable . . . . .	150,685.90
Due from agents . . . . .	231,627.08
Due from solvent companies and other individuals . . . . .	3,060.80
Other cash assets . . . . .	2,351,607.81
Total cash and current assets . . . . .	3,376,594.05
Other assets:	
Material and supplies . . . . .	\$778,132.11
Special fund for redemption of bonds . . . . .	1,535,704.82
Total other assets . . . . .	2,313,836.93
Total . . . . .	\$51,202,360.17
Capital stock:	
Common . . . . .	\$7,000,000.00
Preferred . . . . .	17,360,000.00
Total capital stock . . . . .	\$24,360,000.00
Funded debt . . . . .	23,524,000.00
Real estate mortgages . . . . .	900,000.00
Current liabilities:	
Loans and bills payable . . . . .	\$500,000.00
Audited vouchers and accounts . . . . .	115,559.27
Wages and salaries . . . . .	98,153.21
Net traffic balances due other companies . . . . .	389,410.45

Dividends not called for . . . . .	\$307,570.00	
Matured interest coupons unpaid (including coupons due July 1)	60,617.50	
Total current liabilities . . . . .		\$1,471,310.43
Accrued liabilities:		
Accrued rentals not yet due . . . . .	\$63,070.00	
Accrued interest not yet due . . . . .	259,167.77	
Accrued taxes not yet due . . . . .	167,708.96	
Total accrued liabilities . . . . .		489,946.73
Improvement fund . . . . .		49,753.80
Accident and insurance fund . . . . .		50,000.00
Profit and loss balance . . . . .		357,349.21
Total . . . . .		\$51,202,360.17

CAPITAL STOCK.		
\$100,000 per mile for double track; \$70,000 per mile for single track; \$3,000,000 for terminals at Boston.		
Capital stock issued (number of shares, 243,600); amount paid in . . . . .		\$24,360,000.00
Total number of stockholders (common, 96; pre- ferred, 5,744) . . . . .	5,840	
Number of stockholders in N. H. (common, 7; pre- ferred, 475) . . . . .	482	
Amount of stock held in N. H. (common, 11,300; preferred, 828,600) . . . . .	839,900	

## FUNDED DEBT.

FUNDED DEBT.	Date due.	Rate of interest per cent.	Amount outstanding.	Amount accrued during year.	Amount paid during year.
Fitchburg Railroad Co., plain bonds.	October 1, 1899.....	5	\$500,000.00	\$25,000.00	\$94,875.00
"	" " 1900.....	5	500,000.00	25,000.00	24,860.00
"	" " 1901.....	5	500,000.00	25,000.00	24,925.00
"	April 1, 1902.....	5	500,000.00	25,000.00	25,000.00
"	" " 1903.....	5	500,000.00	25,000.00	25,100.00
"	March 1, 1904.....	4	500,000.00	20,000.00	19,980.00
"	June 1, 1905.....	4	500,000.00	20,000.00	20,240.00
"	February 1, 1897.....	4*	5,000,000.00	185,416.66	175,000.00
"	April 1, 1907.....	4	1,000,000.00	60,000.00	60,220.00
"	May 1, 1908.....	5	2,000,000.00	100,000.00	99,660.00
"	March 1, 1899.....	5	750,000.00	37,500.00	37,500.00
"	June 1, 1900.....	5	500,000.00	25,000.00	24,925.00
"	" " 1901.....	4	500,000.00	20,000.00	20,200.00
"	March 1, 1903.....	4	54,000.00	2,160.00	2,160.00
"	September 1, 1903.....	5	375,000.00	18,900.00	18,900.00
"	November 1, 1903.....	5	1,000,000.00	50,000.00	50,175.00
"	December 1, 1903.....	5	500,000.00	25,000.00	25,575.00
"	May 1, 1914.....	4½	500,000.00	22,500.00	22,432.50
"	March 1, 1915.....	4	1,359,000.00	54,360.00	53,680.00
"	July 1, 1916.....	4	500,000.00	16,666.67	9,840.00
"	March 1, 1927.....	4†	2,041,000.00	36,666.67	.....
"	July 1, 1898.....	6	550,000.00	33,000.00	32,850.00
"	" " 1924.....	7	577,000.00	40,390.00	7,560.00
"	December 1, 1911.....	5	100,000.00	5,000.00	40,390.00
"	October 1, 1897.....	6†	449,000.00	20,000.00	4,625.00
"	September 1, 1897.....	4½	1,775,000.00	67,500.00	27,295.00
"	April 5, 1898.....	4†	500,000.00	20,837.50	101,430.00
"	April 20, 1907.....	4	400,000.00	3,111.10	21,250.00
Fitchburg Railroad Co., mortgage liens.			\$24,424,000.00	\$1,008,048.90	\$1,000,657.50

\* Increased from 3½ per cent to 4 per cent from February 1, 1897.

† Decreased from 4½ per cent to 4 per cent from April 1, 1897.

‡ Interest on 4½ per cent bonds due September 1, 1897, and 6 per cent bonds due October 1, 1897, was not carried into interest account after March 1 1897, as the new 4's, issued March 1, 1897, to retire them, carried interest from that date.



PASSENGER, FREIGHT, AND TRAIN MILEAGE.	
Passenger traffic:	
Number of passengers carried	
earning revenue . . . . .	7,046,571
Number of passengers carried one mile	112,161,296
Average distance carried, miles . . . . .	15.92
Total passenger revenue . . . . .	\$2,031,307.60
Average amount received from each passenger	28.83 cents
Average receipts per passenger per mile . . . . .	1.81 "
Passenger earnings per mile of road . . . . .	\$5,054.22
Passenger earnings per train mile . . . . .	97.40 cents
Freight traffic:	
Number of tons carried of freight	
earning revenue . . . . .	4,471,244
Number of tons carried one mile	504,715,428
Average distance haul of one ton, miles . . . . .	112.88
Total freight revenue . . . . .	\$4,391,570.24
Amount received for each ton of freight . . . . .	98.22 cents
Average receipts per ton per mile . . . . .	.87 "
Freight earnings per mile of road . . . . .	\$10,427.42
Freight earnings per train mile . . . . .	1.62
Train mileage:	
Miles run by passenger trains . . . . .	2,375,691
Miles run by freight trains . . . . .	2,934,841
Total mileage trains earning revenue . . . . .	5,310,532
Miles run by switching trains . . . . .	892,616
Miles run by construction and other trains . . . . .	88,184
Total train mileage . . . . .	6,291,332
Average number of persons employed . . . . .	4,452
RATES OF FARE.	
Average rate of fare per mile received for local tickets . . . . .	1.85 cents
Average rate of fare per mile received for commutation tickets . . . . .	1.25 "
Average rate of fare per mile received for mileage tickets . . . . .	2.00 "
Average rate of fare per mile received for season tickets . . . . .	.61 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies . . . . .	2.17 "

RATES OF FREIGHT.	
Average rate per ton per mile received from freight way-billed local . . . . .	2.42 cents
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies . . . . .	.71 "
DESCRIPTION OF ROAD OWNED.	
Main line of road from:	
Boston to Fitchburg . . . . .	50.00 miles
Greenfield to Troy, N. Y., and Rotterdam . . . . .	145.63 "
South Ashburnham to Bellows Falls . . . . .	53.62 "
	249.25 miles
Main line of road in New Hampshire . . . . .	42.81 "
Main line of road in New York . . . . .	89.47 "
Main line of road in Vermont . . . . .	12.16 "
Main line of road in Massachusetts . . . . .	104.81 "
Double track on main line . . . . .	100.94 "
Third track on main line . . . . .	1.66 "
Branches owned by company, viz.:	
Boston Ice track (double track) . . . . .	.68 "
Watertown branch (double track) . . . . .	6.60 "
Marlborough branch (single track) . . . . .	12.42 "
Peterborough & Shirley branch (single track) . . . . .	23.62 "
Worcester branch (single track) . . . . .	36.00 "
Ashburnham branch (single track) . . . . .	2.59 "
Saratoga and Schuylerville branches (single track) . . . . .	25.52 "
Monadnock branch (single track) . . . . .	15.80 "
Milford branch (single track) . . . . .	21.46 "
	144.69 miles
Total length of branches owned by company	
Total length of branches owned by company in New Hampshire . . . . .	34.27 "
Total length of branches owned by company in Massachusetts . . . . .	84.90 "
Total length of branches owned by company in New York . . . . .	25.52 "
Double track on branches . . . . .	7.28 "
Total road belonging to this company . . . . .	393.94 "
Sidings and other tracks not before enumerated	244.36 "
Same in New Hampshire . . . . .	23.56 "
Total length of track owned, computed as single track . . . . .	748.18 "
Same in New Hampshire . . . . .	100.64 "
Total length of track laid with steel rails . . . . .	748.18 "
(Weights per yard, 60, 72, 76, and 93 lbs.)	

*Roads and branches belonging to other companies,  
operated by this company under lease or contract,  
the operations of which are included in this return.*

Vermont & Massachusetts R. R. . . . .	56.00 miles
Turners Falls branch . . . . .	2.80 "
Troy & Bennington branch . . . . .	5.04 "
<hr/>	
Total length of above roads . . . . .	63.84 miles
Total length of above roads in Massachusetts . . . . .	58.80 "
Total length of above roads in New York . . . . .	5.04 "
Total miles of road operated by this company . . . . .	457.78 "
Total miles of road operated by this company in New Hampshire . . . . .	77.08 "
Number of stations in New Hampshire, on all roads operated by this company . . . . .	28
Number of telegraph offices in same . . . . .	12
Number of stations on all roads owned by this company . . . . .	143
Same in New Hampshire . . . . .	28

## EQUIPMENT.

	Number owned.	Number leased.	Total number.	Maximum weight, pounds.	Average weight, pounds.	Number equipped with train brake.	Number equipped with driving-wheel brake.	Number equipped with patent coupler.
Passenger locomotives .....	69	5	74	125,450	77,121	74	73	74
Freight " .....	105	...	105	138,100	87,620	104	105	99
Other " .....	31	...	31	99,000	70,748	8	31	25
Total .....	205	5	210	.....	.....	186	209	198
Passenger cars .....	158	13	171	.....	.....	170	.....	169
Combination cars .....	87	...	87	.....	.....	87	.....	87
Baggage, mail, and express cars	45	3	48	.....	.....	48	.....	48
Inspection cars .....	1	...	1	.....	.....	2	.....	.....
Directors' and pay cars .....	2	...	2	.....	.....	2	.....	.....
Total .....	243	16	259	.....	.....	257	.....	256
Box freight cars (basis of 8 wheels)	3,724	...	3,724	.....	.....	2,300	.....	2,525
Stock freight cars .....	117	...	117	.....	.....	68	.....	61
Coal freight cars " .....	711	...	711	.....	.....	335	.....	558
Flat cars " .....	612½	...	612½	.....	.....	106	.....	277
Total .....	5,164½	...	5,164½	.....	.....	2,807	.....	3,421
Gravel cars in c'mp'ny's service	118	...	118	.....	.....	.....	.....	.....
Derrick cars " .....	10	...	10	.....	.....	5	.....	2
Caboose cars " .....	98	...	98	.....	.....	5	.....	94
Other road cars " .....	60	...	60	.....	.....	20	.....	18
Total .....	284	...	284	.....	.....	30	.....	114

Number of cars in passenger equipment with 8 wheels fitted with brakes for all wheels, 254.

Number of cars in passenger equipment with 12 wheels fitted with brakes for all wheels, 4.

## LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire.)		From their own misconduct or carelessness (in New Hampshire.)		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers .....	.....	.....	.....	.....	.....	.....	1	10
Employees .....	.....	.....	3	.....	3	.....	9	71
Others .....	.....	.....	1	.....	1	.....	21	21
Total .....	.....	.....	1	3	1	3	31	102

## STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

April 13. At Walpole, rear end of extra No. 254, standing in Bellows Falls yard, started back and ran into No. 203. S. W. Tobias, conductor, and W. E. Dilte, brakeman, were somewhat injured.

June 9. At Walpole, M. Rourke, brakeman on train No. 201, had foot and ankle sprained by being thrown from a car in Bellows Falls yard.

June 20. At Fitzwilliam, Rob Johnson, on highway crossing, was struck and killed by engine No. 261.

## GENERAL INFORMATION.

*Highway and railroad crossings in New Hampshire on miles of road owned.*

Number of crossings on highways at grade . . .	70
Number of crossings on highways over railroad . .	11
Number of crossings on highways under railroad . .	11
Number of highway bridges 18 feet above track . .	8
Number of highway bridges less than 18 feet above track . . . . .	3
Height of lowest bridge above the rails . . . .	17 ft. 2 in.
Number of crossings at which gates or flagmen are maintained . . . . .	4
Number of crossings at which electric signals are maintained . . . . .	2
Number of crossings at which there are neither signals nor flagmen . . . . .	64
Number of railroad crossings under other railroads . . . . .	1
Manchester & Keene R. R., one mile east of Keene.	

*Bridges on roads operated in New Hampshire.*

Total length of pile and trestle bridging, Monadnock branch . . . . .	73.5 feet
Total amount expended for repairs and renewals of bridges . . . . .	\$2,019.12
Number of new ties laid in New Hampshire . . . .	26,755
Cheshire R. R. . . . .	17,135
Monadnock branch . . . . .	5,586
Peterborough & Shirley branch . . . . .	3,538
Milford branch . . . . .	496
Tons of steel rails laid in New Hampshire . . . .	1.14
Side track laid in New Hampshire . . . . .	3,142
Evans sidetrack, Fitzwilliam . . . . .	2,349
Dolan's side track, Mason . . . . .	793

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 NAMES AND RESIDENCES OF OFFICERS.

Edmund D. Codman, *Vice-President*, Boston, Mass.; George A. Torrey, *General Counsel*, Boston, Mass.; J. W. Richards, *Auditor*, Boston, Mass.; W. D. Ewing, *Superintendent*, Boston, Mass.; A. S. Crane, *General Freight Agent*, Boston, Mass.; J. R. Watson, *General Passenger Agent*, Boston, Mass.; Daniel A. Gleason, *Treasurer*, Boston, Mass.; Edmund D. Codman, *Clerk of Corporation*, Boston, Mass.

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## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Robert Codman, Boston, Mass.; Rodney Wallace, Fitchburg, Mass.; Charles T. Crocker, Fitchburg, Mass.; David P. Kimball, Boston, Mass.; Charles T. Plunkett, Adams, Mass.; James Renfrew, Adams, Mass.; W. Seward Webb, New York city; Francis Smith, Rockland, Me.; W. H. Hollister, New York city; William A. Russell, Lawrence, Mass.; Edward C. Thayer, Keene, N. H.; Joseph B. Russell, Belmont, Mass., and Edmund D. Codman, Boston, Mass.

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## PROPER ADDRESS OF THE COMPANY.

FITCHBURG RAILROAD COMPANY,  
BOSTON, MASS.

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EDMUND D. CODMAN,  
*Vice-President.*

C. L. MAYNE,  
*Superintendent.*

DANIEL A. GLEASON,  
*Treasurer.*

J. W. RICHARDS,  
*Auditor.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. September 14, 1897. Then personally appeared Edmund D. Codman, C. L. Mayne, and Daniel A. Gleason, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

RODNEY WALLACE,  
*Justice of the Peace.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. September 15, 1897. Then personally appeared J. W. Richards and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

ALFRED GORHAM,  
*Justice of the Peace.*

# REPORT

OF THE

## PORTLAND & ROCHESTER RAILROAD

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation . . . . .	\$242,419.18
Less operating expenses . . . . .	198,802.08
Income from operation . . . . .	\$43,617.10
Miscellaneous income, less expenses . . . . .	2,055.27
Total income . . . . .	\$45,672.37
Deductions from income:	
Interest guaranteed and paid by B. & M. R. R.	
Interest and discount on interest-bearing current liabilities . . . . .	\$436.07
Taxes . . . . .	6,361.80
Total deductions from income . . . . .	6,797.87
Net income . . . . .	\$38,874.50
Injury fund . . . . .	\$3,000.00
Dividends declared, 6 per cent on common stock . . . . .	35,524.22
Total . . . . .	38,524.22
Surplus for the year ending June 30, 1897 . . . . .	\$350.28
Balance profit and loss account, June 30, 1896, surplus . . . . .	117,677.70
Total profit and loss account, surplus . . . . .	\$118,027.98
Add amount received from accounts previously charged off . . . . .	\$632.00
Deduct accounts of previous years charged off . . . . .	239.86
	392.14
Balance profit and loss account June 30, 1897, surplus . . . . .	\$118,420.12

EARNINGS FROM OPERATION.	
Passenger revenue . . . . .	\$76,456.98
Tickets redeemed . . . . . \$56.71	
Excess fares refunded . . . . . 265.23	
Other repayments . . . . . 25.00	
Total deductions . . . . .	346.94
Total passenger revenue . . . . .	\$76,110.04
Mail . . . . .	8,334.31
Express . . . . .	8,904.67
Total passenger earnings . . . . .	\$93,349.02
Freight revenue . . . . . \$150,986.04	
Overcharge to shippers . . . . . 1,915.88	
Total freight revenue . . . . .	149,070.16
Total pasenger and freight earnings . . . . .	\$242,419.18
OPERATING EXPENSES.	
Maintenance of way and structures:	
Repairs of roadway . . . . .	\$25,039.33
Renewals of rails . . . . .	2,604.98
Renewals of ties . . . . .	3,807.72
Repairs of bridges and culverts . . . . .	19,214.16
Repairs of fences, road crossings, signs, and cattle guards . . . . .	1,827.71
Repairs of buildings . . . . .	6,325.88
Repairs of docks and wharves . . . . .	302.25
Other expenses . . . . .	3,106.05
Total . . . . .	\$62,228.08
Maintenance of equipment:	
Repairs and renewals of locomotives . . . . .	\$10,813.67
Repairs and renewals of passenger cars . . . . .	6,731.53
Repairs and renewals of freight cars . . . . .	8,667.66
Shop, machinery, tools, etc. . . . .	195.71
Total . . . . .	\$26,408.57
Conducting transportation:	
Wages of enginemen, firemen, and roundhouse-men . . . . .	\$16,281.54
Fuel for locomotives . . . . .	22,169.32
Water supplies for locomotives . . . . .	1,665.04
All other supplies for locomotives . . . . .	1,103.02
Wages of other trainmen . . . . .	11,696.53



All other train supplies . . . . .	\$479.52
Wages of switchmen, flagmen, and watchmen . . . . .	7,983.44
Expenses of telegraph, including train dispatchers and operators . . . . .	1,813.68
Wages of station agents, clerks, and laborers . . . . .	15,883.31
Station supplies . . . . .	1,458.75
Car mileage, balances . . . . .	4,451.00
Loss and damage . . . . .	896.50
Injuries to persons . . . . .	3,445.75
Other expenses . . . . .	3,368.35
<b>Total . . . . .</b>	<b>\$92,695.75</b>
<b>General expenses:</b>	
Salaries of officers . . . . .	\$7,800.00
Salaries of clerks . . . . .	4,556.48
General office expenses and supplies . . . . .	147.00
Insurance . . . . .	1,818.57
Rentals not otherwise provided for . . . . .	1,252.52
Legal expenses . . . . .	504.62
Stationery and printing . . . . .	1,390.49
<b>Total . . . . .</b>	<b>\$17,469.68</b>
<b>Recapitulation of expenses:</b>	
Maintenance of way and structures . . . . .	\$62,228.08
Maintenance of equipment . . . . .	26,408.57
Conducting transportation . . . . .	92,695.75
General expenses . . . . .	17,469.68
<b>Grand total . . . . .</b>	<b>\$198,802.08</b>
Percentage of operating expenses to earnings . . . . .	82.01
<b>PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.</b>	
Lands . . . . .	\$2,325.00
Real estate sold . . . . .	402.00
<b>Total credits to property accounts . . . . .</b>	<b>\$1,923.00</b>
<b>GENERAL BALANCE SHEET.</b>	
Cost of road and equipment . . . . .	\$708,638.69
Lands in Maine . . . . .	16,319.93
Union branch . . . . .	113,469.62
Portland & Rochester R. R., franchise . . . . .	914.04
Cash . . . . .	12,328.36
Net traffic balance from other companies . . . . .	555.16
Due from solvent companies and other individuals . . . . .	474.00
Materials and supplies . . . . .	16,817.52
<b>Total . . . . .</b>	<b>\$869,517.32</b>

Capital stock, common . . . . .		\$592,070.45
Funded debt . . . . .		113,500.00
Current liabilities:		
Loans and bills payable . . . . .	\$9,000.00	
Audited vouchers and accounts . . . . .	35,161.75	
Matured interest coupons unpaid (including coupons due July 1) . . . . .	230.00	
Total current liabilities . . . . .		44,391.75
Accrued rentals not yet due . . . . .		1,135.00
Profit and loss balance . . . . .		118,420.12
Total . . . . .		\$869,517.32
<b>CAPITAL STOCK.</b>		
Capital stock authorized by charter . . . . .	\$600,000.00	
Capital stock authorized by votes of company . . . . .	\$600,000.00	
Capital stock issued (number of shares, 5,920); amount paid in . . . . .		\$592,000.00
Capital stock, scrip . . . . .		70.45
Total amount paid in as per books of the com- pany . . . . .		\$592,070.45
Total number of stockholders . . . . .	94	
Number of stockholders in N. H. . . . .	3	
Amount of stock held in N. H. . . . .	\$1,100.00	
<b>FUNDED DEBT.</b>		
Terminal bonds due October 1, 1907; rate of inter- est, 4 % . . . . .		\$113,500.00
Portland & Rochester R. R. terminal bonds, mort- gages on road from near Green street in Port- land to Maine Central R. R. in Portland. The interest on these bonds is guaranteed and paid by Boston & Maine R. R., as per agreement.		
Total amount of funded debt . . . . .		\$113,500.00
<b>PASSENGER, FREIGHT, AND TRAIN MILEAGE.</b>		
Passenger traffic:		
Number of passengers carried earning revenue . . . . .	264,100	
Number of passengers carried one mile . . . . .	3,208,712	
Average of distance carried . . . . .	12.150	
Total passenger revenue . . . . .		\$76,110.04

Average amount received from each passenger	\$0.28818
Average receipts per passenger per mile . . .	.02371
Passenger earnings per mile of road . . .	\$1,733.18
Passenger earnings per train mile . . .	.68467
<b>Freight traffic:</b>	
Number of tons carried of freight earning revenue . . .	239,187
Number of tons carried one mile . . .	8,846,382
Average distance haul of one ton . . .	36.985
Total freight revenue . . .	\$149,070.16
Average amount received for each ton freight . . .	.62323
Average receipts per ton per mile . . .	.01685
Freight earnings per mile of road . . .	3,691.08
Freight earnings per train mile . . .	1.67723
<b>Train mileage:</b>	
Miles run by passenger trains . . .	136,341
Miles run by freight trains . . .	88,879
Total mileage trains earning revenue . . .	225,220
Miles run by switching trains . . .	33,483
Miles run by construction and other trains . . .	22,061
Total train mileage . . .	280,764
Average number of persons employed . . .	233
<b>RATES OF FARE.</b>	
Average rate of fare per mile received for local tickets . . .	2.613 cents
Average rate of fare per mile received for mileage tickets . . .	2.500 "
Average rate of fare per mile received for season tickets . . .	.761 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies . . .	3.172 "
<b>RATES OF FREIGHT.</b>	
Average rate per ton per mile received from freight way-billed local . . .	3.496 cents
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies . . .	1.162 "
<b>DESCRIPTION OF ROAD OWNED.</b>	
Main line of road from Portland, Me., to Rochester, N. H. . . .	53.86 miles
Main line of road in New Hampshire . . .	3.00 "
Main line of road in Maine . . .	50.86 "

<b>Branches owned by company, viz.:</b>	
Union branch, connecting Preble street with Union station, Portland, Me. . . . .	1.12 miles
Total road belonging to this company . . . .	54.98 "
Sidings and tracks not before enumerated . . .	17.99 "
Same in New Hampshire . . . . .	1.92 "
Total length of track owned, computed as single track . . . . .	72.97 "
Same in New Hampshire . . . . .	4.92 "
Total length of tracks laid with steel rails . .	63.55 "
(Weights per yard, 56, 60, 75 lbs.)	
<b><i>Roads and branches belonging to other companies, operated by this company under lease or contract, the operations of which are included in this return.</i></b>	
Total miles of road operated by this company .	54.98 miles
Total miles of road operated by this company in New Hampshire . . . . .	3.00 "
Number of stations in New Hampshire, on all roads operated by this company . . . . .	2
Number of telegraph offices in same . . . . .	2
Number of stations on all roads owned by this company . . . . .	17
Same in New Hampshire . . . . .	1

## EQUIPMENT.

	Number owned.	Total number.	Maximum weight, tons.	Average weight, tons.	Number equipped with train brake.	Number equipped with driving-wheel brake.	Number equipped with patent coupler.
Passenger locomotives .....	8	40	35	8	1	1	
Freight " .....	4	47	45	4			
Other " .....	1	27					
Total .....	13	13		12	1	1	
Passenger cars .....	10	284	25	10		10	
Combination cars .....	4	20	20	4		4	
Baggage, mail, and express cars .....	5	13	5			5	
Other cars in passenger service .....	1						
Total .....	20	20		19		19	
Box freight cars (basis of 8 wheels) .....	86		9	26		26	
Coal freight cars " .....	35		11	15		27	
Flat freight cars " .....	110		74	52		52	
Total .....	231	231		93		105	
Gravel cars in company's service .....	26						
Derrick cars " .....	1						
Caboose cars " .....	5			2		3	
Other road cars " .....	4			1		1	
Total .....	36	36		3		4	

Number of cars in passenger equipment with 8 wheels fitted with brakes for all wheels, 17.

Number of cars in passenger equipment with 12 wheels fitted with brakes for all wheels, 1.

## LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers .....								
Employees .....								5
Others .....			1		1		1	2

## STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

September 25, 1896. Frank McQuade, while lying on the track near East Rochester, in an intoxicated condition, was run over by train No. 6 and killed, during the night time.

## GENERAL INFORMATION.

*Highway and railroad crossings in New Hampshire on miles of road owned.*

Number of crossings on highways at grade . .	5
Number of railroad crossings at grade . . .	2
Portland, Great Falls & Conway R. R.	
Dover & Winnipisseogee R. R.	

*New bridges of over ten feet span, built within the year, on roads operated in New Hampshire (including those replacing old structures and those built where none before existed).*

Location.	To replace.	Description.	Cost.
East Rochester.....	Wood'n bridge, Salmon Falls river.....	Steel, through lattice span .....	\$5,450.00

Number of new ties laid in New Hampshire . .	850
Tons of steel rails laid in New Hampshire . .	11 $\frac{1}{3}$
Side tracks laid in New Hampshire, feet . .	527

## NAMES AND RESIDENCES OF OFFICERS.

George P. Wescott, *President*, Portland, Me.; N. and H. B. Cleaves, *General Counsel*, Portland, Me.; Joseph W. Peters, *Superintendent*, Portland, Me.; T. F. Tolman, *General Freight Agent*, Portland, Me.; William M. Conant, *Treasurer and Clerk of Corporation*, Portland, Me.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

George P. Wescott, Portland, Me.; Nathan Webb, Portland, Me.; Charles McCarthy, Jr., Portland, Me.; William G. Davis, Portland, Me.; Lucius Tuttle, Boston, Mass.; Joseph S. Ricker, Deering, Me.; Franklin A. Wilson, Bangor, Me.; Frederick Robie, Gorham, Me.; Joseph H. Manley, Augusta, Me.

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PROPER ADDRESS OF THE COMPANY.

PORTLAND & ROCHESTER RAILROAD,  
PORTLAND, MAINE.

---

GEORGE P. WESCOTT,  
*President.*

JOSEPH W. PETERS,  
*Superintendent.*

WILLIAM M. CONANT,  
*Treasurer and Clerk.*

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STATE OF MAINE.

CUMBERLAND, ss. Portland, September 13, 1897. Then personally appeared George P. Wescott, Joseph W. Peters, and William M. Conant, above named, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

E. C. HERSEY,  
*Justice of the Peace.*





STREET RAILWAY RETURNS.



# REPORT

## OF THE

### CHESTER & DERRY RAILROAD ASSOCIATION

FOR THE NINE MONTHS ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation . . . . .	\$6,302.27
Operating expenses . . . . .	6,207.70
Net income from operation . . . . .	\$94.57
Charges upon income accrued during year:	
Interest on funded debt . . . . .	\$1,666.66
Interest and discount on unfunded debts and loans . . . . .	27.99
Total charges and deductions from income . . . . .	1,694.65
Deficit for nine months ending June 30, 1897 . . . . .	\$1,600.08
EARNINGS FROM OPERATION.	
Receipts from passengers carried . . . . .	\$5,554.56
Receipts from carriage of mail and parcels . . . . .	17.13
Other earnings from operation, freight . . . . .	730.58
Gross income from operation . . . . .	\$6,302.27
EXPENSES OF OPERATION.	
General expenses:	
General office expenses and supplies . . . . .	\$29.00
Insurance . . . . .	578.50
Maintenance of roadway and buildings:	
Repairs of electric line construction . . . . .	10.27
Removal of snow and ice . . . . .	14.33
Maintenance of equipment:	
Repairs of cars and other vehicles . . . . .	28.24
Repairs of electric equipment of cars . . . . .	68.36

<b>Transportation expenses:</b>		
Cost of electric motive power . . . . .		\$2,254.50
Wages and compensation of persons employed in conducting transportation . . . . .		2,788.19
Rentals of buildings and other property . . . . .		21.00
Heating cars, \$90; lights, \$22.50; lubricants, \$97.50; heating carhouse and sundries, \$205.31		415.31
<b>Total operating expenses . . . . .</b>		<b>\$6,207.70</b>
<b>PROPERTY ACCOUNTS.</b>		
Car heaters and appliances . . . . .		\$151.59
Additional rolling stock and vehicles . . . . .		26.06
<b>Total additions to equipment . . . . .</b>		<b>\$177.65</b>
New buildings necessary for operation of railway		230.68
<b>Total additions to property accounts . . . . .</b>		<b>\$408.33</b>
<b>GENERAL BALANCE SHEET.</b>		
<b>ASSETS.</b>		
Roadbed and tracks . . . . .		\$63,400.00
Electric line construction, including poles, wiring, feeder lines, etc. . . . .		17,700.00
<b>Total cost of railway owned . . . . .</b>		<b>\$81,100.00</b>
<b>Equipment:</b>		
Cars and other rolling stock and vehicles . . . . .	\$4,576.06	
Electric equipment of same . . . . .	4,801.59	
Snowplow . . . . .	1,700.00	
<b>Total cost of equipment owned . . . . .</b>		<b>11,077.65</b>
<b>Land and buildings:</b>		
Land necessary for operation of railway . . . . .	\$3,500.00	
Electric power stations, including equipment . . . . .	2,500.00	
Other buildings necessary for operation of railway . . . . .	2,230.68	
<b>Total cost of land and buildings owned . . . . .</b>		<b>8,230.68</b>
<b>Total permanent investments . . . . .</b>		<b>\$100,408.33</b>
Cash . . . . .		320.09
Profit and loss balance, deficit . . . . .		1,808.41
<b>Total . . . . .</b>		<b>\$102,536.83</b>

LIABILITIES.	
Capital stock, common . . . . .	\$50,000.00
Funded debt . . . . .	50,000.00
Loans and bills payable . . . . .	2,328.50
Interest accrued and not yet due . . . . .	208.33
<b>Total . . . . .</b>	<b>\$102,536.83</b>
CAPITAL STOCK.	
Capital stock authorized by law, common . . . . .	\$50,000.00
Capital stock authorized by votes of company, common . . . . .	\$50,000.00
Capital stock issued and outstanding, common . . . . .	\$50,000.00
Number of shares issued and outstanding . . . . .	500
Number of stockholders, common . . . . .	135
Number of stockholders in N. H., common . . . . .	132
Amount of stock held in N. H., common . . . . .	\$49,700.00
FUNDED DEBT.	
First mortgage, 5 per cent 5-30 gold bonds:	
Rate of interest . . . . .	5 per cent
Date of maturity . . . . .	1926
Amount outstanding . . . . .	\$50,000.00
Interest paid during eight months . . . . .	1,666.66
VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during year . . . . .	127,128
Number of passengers carried per mile of railway track operated . . . . .	10,405
Number of round trips run . . . . .	2,641
Number of car miles run . . . . .	41,176
Company commenced operation October 1, 1896.	
EQUIPMENT.	
Box passenger cars equipped for electric power . . . . .	3
Number of cars with four wheels . . . . .	3
Snowplows . . . . .	1
Freight cars . . . . .	1
Electric motors . . . . .	10
Generator.	

DESCRIPTION OF RAILWAY.	
Length of railway line . . . . .	7¾ miles
Length of sidings, switches, etc. . . . .	⅛ "
Total length, computed as single track .	7⅞ miles

Motive power, all electric.

System of electric motive power in use by the company, West inghouse.

This railway is located in Chester and Derry, N. H.

PROPER ADDRESS OF THE COMPANY.

CHESTER & DERRY RAILROAD ASSOCIATION.

WEST DERRY, N. H.

NAMES OF OFFICERS.

C. S. Campbell, *President*, Derry, N. H.; Charles Bartlett, *Vice-President*, Derry, N. H.; F. J. Shepard, *Treasurer*, Derry Depot, N. H.; A. H. Wilcomb, *Auditor and Clerk of Corporation*, Chester, N. H.; G. K. Bartlett, *General Counsel*, Derry Depot, N. H.; F. J. Shepard, *General Manager*, Derry Depot, N. H.; Charles Bartlett, *Superintendent*, Derry, N. H.

NAMES OF DIRECTORS LAST ELECTED.

C. S. Campbell, Derry, N. H.; Charles Bartlett, Derry, N. H.; G. K. Bartlett, Derry, N. H.; F. J. Shepard, Derry, N. H.; A. H. Wilcomb, Chester, N. H.; G. S. West, Chester, N. H.; N. W. Goldsmith, Chester, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

C. S. CAMPBELL,  
*President.*

F. J. SHEPARD,  
*Treasurer.*

STATE OF NEW HAMPSHIRE.

ROCKINGHAM, ss. September 9, 1897. Then personally appeared the above named, C. S. Campbell and F. J. Shepard, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

G. K. BARTLETT,  
*Justice of the Peace.*

# REPORT

OF THE

## CONCORD STREET RAILWAY

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation . . . . .	\$49,529.30
Operating expenses . . . . .	43,478.51
Net income from operation . . . . .	\$6,050.79
Miscellaneous income, less expense of collecting:	
Old rails sold . . . . .	\$154.50
Old iron and brass sold . . . . .	86.75
Sand . . . . .	8.50
Total income from other sources . . . . .	249.75
Gross income above operating expenses . . . . .	\$6,300.54
Charges upon income accrued during year:	
Interest on funded debt . . . . .	\$5,737.50
Taxes . . . . .	747.97
Total charges and deductions from income . . . . .	6,485.47
Deficit for year ending June 30, 1897 . . . . .	\$184.93
Amount of surplus June 30, 1897 . . . . .	34.30
Total deficit, June 30, 1897 . . . . .	\$150.63
EARNINGS FROM OPERATION.	
Receipts from passengers carried . . . . .	\$48,907.89
Receipts from advertising in cars and rent at park . . . . .	621.41
Gross income from operation . . . . .	\$49,529.30

EXPENSES OF OPERATION.	
General expenses:	
Salaries, pay-roll, and fuel . . . . .	\$31,978.07
General office rent . . . . .	300.00
Insurance . . . . .	431.37
Maintenance of roadway, buildings, equipment	10,669.07
Damages for injuries to persons and property .	100.00
Total operating expenses . . . . .	\$43,478.51
PROPERTY ACCOUNTS.	
New electric line construction . . . . .	\$1,477.70
One additional car . . . . .	200.00
Other additional equipment . . . . .	570.00
Additional land necessary for operating railway	300.00
New buildings necessary for operation of railway	352.23
Total additions to property accounts . . .	\$2,899.93
GENERAL BALANCE SHEET.	
ASSETS.	
Total cost of railway owned . . . . .	\$91,700.73
Total cost of equipment owned . . . . .	101,677.24
Total cost of land and buildings owned . . .	29,493.91
Cash and current assets:	
Cash and in bank . . . . .	\$552.49
Bills receivable . . . . .	2,500.00
Total cash and current assets . . . . .	3,052.49
Profit and loss balance, deficit . . . . .	150.63
Total . . . . .	\$226,075.00
LIABILITIES.	
Capital stock:	
Common . . . . .	\$50,000.00
Preferred . . . . .	50,000.00
Funded debt . . . . .	118,500.00
Loans and bills payable . . . . .	7,575.00
Total . . . . .	\$226,075.00



CAPITAL STOCK.	
Capital stock authorized by law:	
Common . . . . .	\$100,000.00
Preferred . . . . .	50,000.00
Total amount authorized by law	\$150,000.00
Capital stock authorized by votes of company:	
Common . . . . .	\$50,000.00
Preferred . . . . .	50,000.00
Total authorized by vote . . .	\$100,000.00
Capital stock issued and outstanding, common .	\$50,000.00
Capital stock issued and outstanding, preferred	50,000.00
Total capital stock outstanding . . .	\$100,000.00
No. of shares issued and outstanding, common .	500
No. of shares issued and outstanding, preferred	500
Total number shares outstanding . . .	1,000
Number of stockholders, common . . . .	57
Number of stockholders, preferred . . . .	16
Total number of stockholders . . . . .	73
Number of stockholders in N. H., common . .	49
Number of stockholders in N. H., preferred .	13
Total stockholders in New Hampshire . .	62
Amount of stock held in N. H., common . .	\$46,500.00
Amount of stock held in N. H., preferred . .	47,700.00
Total stock held in New Hampshire . . .	\$94,200.00
FUNDED DEBT.	
First mortgage bonds:	
Rate of interest . . . . .	5 per cent
Amount outstanding . . . . .	\$116,000.00
Interest paid during year . . . . .	5,737.50
VOLUME OF TRAFFIC.	
Number of passengers carried during year .	960,839
EQUIPMENT.	
Box passenger cars equipped for electric power	10
Open passenger cars, trailers . . . . .	7
Open passenger cars equipped for electric power	8
Total passenger cars of all kinds . . . .	25

Number of all above cars with four wheels . . . . .	16
Number of all above cars with eight wheels . . . . .	9
Snowplows . . . . .	1
Carts and snow sleds . . . . .	4
Express wagon, tower wagon.	
Horses . . . . .	2
Harnesses, double, 2; single, 1; total . . . . .	3
Electric motors . . . . .	36

DESCRIPTION OF RAILWAY.	
Total length of main track owned . . . . .	11½ miles
Length of sidings, switches, etc. . . . .	1 "
Total length, computed as single track . . . . .	12½ miles

System of electric motive power in use by this company, General Electric and Westinghouse.

This railway is located in Concord, West Concord, and Penacook.

#### MISCELLANEOUS.

This company's railway crosses Concord & Claremont R. R. at West Concord.

#### PROPER ADDRESS OF THE COMPANY.

THE CONCORD STREET RAILWAY,

CONCORD, N. H.

#### NAMES OF OFFICERS.

John H. Albin, *President*, Concord, N. H.; Alvin B. Cross, *Treasurer*, Concord, N. H.; George A. Cummings, *Auditor*, Concord, N. H.; Alvin B. Cross, *Clerk of Corporation*, Concord, N. H.; Albin and Martin, *General Counsel*, Concord, N. H.; Henry E. Chamberlin, *Superintendent*, Penacook, N. H.

#### NAMES OF DIRECTORS LAST ELECTED.

John H. Albin, Concord, N. H.; Paul R. Holden, West Concord, N. H.; Howard A. Dodge, Concord, N. H.; Gardner B. Emmons, Concord, N. H.; George A. Cummings, Concord, N. H.; George W. Abbott, Penacook, N. H.; Hiram A. Tuttle, Pittsfield, N. H.

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We hereby certify that the statements contained in the foregoing report are full, just, and true.

JOHN H. ALBIN,  
*President.*

ALVIN B. CROSS,  
*Treasurer.*

HENRY E. CHAMBERLIN,  
*Superintendent.*

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STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. October 2, 1897. Then personally appeared the above named, John H. Albin, Alvin B. Cross, and Henry E. Chamberlin, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

DEWITT C. HOWE,  
*Superintendent.*

# REPORT

## OF THE

### LACONIA STREET RAILWAY

#### FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation . . . . .	\$9,865.23
Operating expenses . . . . .	8,201.58
Net income from operation . . . . .	\$1,663.65
Supplies sold . . . . .	15.92
Gross income above operating expenses . . . . .	\$1,679.57
Charges upon income accrued during year:	
Interest and discount on un-	
funded debts and loans . . . . .	\$502.16
Taxes . . . . .	525.02
Total charges and deductions from income . . . . .	1,027.18
Net divisible income . . . . .	\$652.39
Amount of surplus June 30, 1896 . . . . .	4,546.97
Total additions . . . . .	\$5,199.36
Horse died . . . . .	150.00
Total surplus June 30, 1897 . . . . .	\$5,049.36
EARNINGS FROM OPERATION.	
Receipts from passengers carried . . . . .	\$8,771.95
Rentals of buildings and other property . . . . .	859.43
Sales of manure . . . . .	75.00
Advertising in cars . . . . .	100.00
Barge earnings . . . . .	58.85
Gross income from operation . . . . .	\$9,865.23

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks . . . . .	\$75.00
General office expenses and supplies . . . . .	900.66
Insurance . . . . .	277.24
Maintenance of roadway and buildings:	
Repairs of roadbed and track . . . . .	32.97
Repairs of buildings . . . . .	151.09
Maintenance of equipment:	
Repairs of cars and other vehicles . . . . .	179.22
Harnesses, horse shoeing, and veterinary care . . . . .	398.50
Transportation expenses:	
Provender . . . . .	2,306.28
Wages and compensation of persons employed in conducting transportation . . . . .	3,880.62
Total operating expenses . . . . .	\$8,201.58
PROPERTY ACCOUNTS.	
Additional cars . . . . .	\$50.00
One horse . . . . .	50.00
Other additional equipments . . . . .	12.00
Total additions to equipment . . . . .	\$112.00
Old rails sold . . . . .	\$20.14
Horses, seven . . . . .	252.50
Total deductions from property accounts . . . . .	272.64
Net deductions from property accounts . . . . .	\$160.64
GENERAL BALANCE SHEET.	
ASSETS.	
Roadbed and tracks . . . . .	\$29,698.23
Equipment:	
Cars and other rolling stock and vehicles . . . . .	\$11,451.00
Horses . . . . .	3,007.50
Other items of equipment . . . . .	465.50
Total cost of equipment owned . . . . .	14,924.00

<b>Land and buildings:</b>		
Land necessary for operation of railway . . . . .	\$800.00	
Other buildings necessary for operation of railway . . . .	6,428.67	
Total cost of land and buildings . . . . .		\$7,228.67
Tenements . . . . .		10,598.36
Total permanent investments . . . . .		\$62,449.26
<b>Cash and current assets:</b>		
Cash . . . . .	\$125.47	
Bills and accounts receivable . . . . .	465.63	
Total cash and current assets . . . . .		591.10
Pigs . . . . .		9.00
Total . . . . .		\$63,049.36
<b>LIABILITIES.</b>		
Capital stock . . . . .		\$50,000.00
Loans and bills payable . . . . .		8,000.00
Profit and loss balance, surplus . . . . .		5,049.36
Total . . . . .		\$63,049.36
<b>CAPITAL STOCK.</b>		
Capital stock authorized by law, common . . . . .		\$100,000.00
Capital stock authorized by votes of company, common . . . . .		\$50,000.00
Capital stock issued and outstanding, common . . . . .		\$50,000.00
No. shares issued and outstanding, common . . . . .	1,000	
Number of stockholders, common . . . . .	40	
Number of stockholders in N. H., common . . . . .	37	
Amount of stock held in N. H., common . . . . .		\$49,250.00
<b>VOLUME OF TRAFFIC, ETC.</b>		
Number of passengers carried during year . . . . .	169,648	
No. passengers carried per mile of track operated . . . . .	50,460	
Number of round trips run . . . . .	11,275	
Number of car miles run . . . . .	60,885	
Average number of persons employed . . . . .	7	

EQUIPMENT.	
Box passenger cars equipped for horse power .	5
Open passenger cars equipped for horse power .	6
Total passenger cars of all kinds . . . .	11
Number of above cars with four wheels . .	11
Snowplows . . . . .	1
Barges and omnibuses . . . . .	2
Carts and snow sleds . . . . .	4
Other vehicles . . . . .	6
Horses . . . . .	27
Harnesses, double . . . . .	11
DESCRIPTION OF RAILWAY.	
Length of railway line . . . . .	3.368 miles
Length of sidings and switches . . . . .	.26 "
Total length, computed as single track . .	3.628 miles

Motive power, all horse power.  
This railway is located in Laconia.

PROPER ADDRESS OF THE COMPANY.

LACONIA STREET RAILWAY,  
LACONIA, N. H.

NAMES OF OFFICERS.

Albert G. Folsom, *President*, Laconia, N. H.; Edmund Little, *Treasurer and Clerk of Corporation*, Laconia, N. H.; Samuel B. Smith, *General Manager*, Laconia, N. H.; N. H. Dunbar, *Superintendent*, Laconia, N. H.

NAMES OF DIRECTORS LAST ELECTED.

Albert G. Folsom, Laconia, N. H.; Edwin C. Lewis, Laconia, N. H.; Perley Putnam, Laconia, N. H.; Charles F. Stone, Laconia, N. H.; Samuel B. Smith, Laconia, N. H.; A. J. Pillsbury, Tilton, N. H.

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We hereby certify that the statements contained in the foregoing report are full, just, and true.

ALBERT G. FOLSOM,  
*President.*

EDMUND LITTLE,  
*Treasurer.*

SAMUEL B. SMITH,  
*General Manager.*

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STATE OF NEW HAMPSHIRE.

BELKNAP, ss. September 1, 1897. Then personally appeared the above named, Albert G. Folsom, Edmund Little, and Samuel B. Smith, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

GEORGE P. MUNSEY,  
*Justice of the Peace.*



# REPORT

## OF THE

### MANCHESTER STREET RAILWAY

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation . . . . .	\$145,836.16
Operating expenses . . . . .	119,799.63
Net income from operation . . . . .	\$26,036.53
Miscellaneous income, less expense of collecting:	
Horses sold . . . . .	\$490.00
Building materials sold . . . . .	.25
Total income from other sources . . . . .	490.25
Gross income above operating expenses . . . . .	\$26,526.78
Charges upon income accrued during year:	
Interest on funded debt . . . . .	\$12,500.00
Interest and discount on unfunded debts and loans . . . . .	8.96
Taxes . . . . .	2,242.69
Total charges and deductions from income . . . . .	14,751.65
Net divisible income . . . . .	\$11,775.13
Dividends declared, 9 per cent on common stock . . . . .	11,416.67
Amount of surplus June 30, 1897 . . . . .	\$358.46
EARNINGS FROM OPERATION.	
Receipts from passengers carried . . . . .	\$143,839.85
Rentals of buildings and other property . . . . .	130.00
Use of horses and barges . . . . .	1,866.31
Gross income from operation . . . . .	\$145,836.16

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks . . . . .	\$4,742.38
General office expenses and supplies . . . . .	3,209.81
Legal expenses . . . . .	830.90
Insurance . . . . .	6,026.72
Amusements . . . . .	4,595.65
Contingent expenses . . . . .	2,943.49
Maintenance of roadway and buildings:	
Repairs of roadbed and track . . . . .	3,542.19
Repairs of electric line construction . . . . .	2,270.75
Removal of snow and ice . . . . .	1,114.80
Maintenance of equipment:	
Repairs of cars and other vehicles . . . . .	4,435.12
Repairs of electric equipment of cars . . . . .	6,590.13
Renewal of horses . . . . .	54.30
Harnesses, horse shoeing, and veterinary care . . . . .	254.38
Transportation expenses:	
Provender . . . . .	1,782.09
Cost of electric motive power . . . . .	25,186.71
Wages and compensation of persons employed in conducting transportation . . . . .	47,084.45
Damages for injuries to persons and property . . . . .	56.50
Rentals of buildings and other property . . . . .	3,289.00
Tickets, punches, etc. . . . .	970.52
Car house, \$346.57; lubricants and waste, \$429.52; water, \$44.25 . . . . .	820.34
Total operating expenses . . . . .	\$119,799.63
PROPERTY ACCOUNTS.	
Extension of railway and tracks (16,750 feet) . . . . .	\$44,039.63
New electric line construction (16,750 feet) . . . . .	3,995.65
Total additions to railway . . . . .	\$48,035.28
Additional cars (7) . . . . .	\$15,666.48
Electrical equipment of same . . . . .	1,357.57
Other rolling stock and vehicles . . . . .	1,450.95
Additional horses . . . . .	54.30
Total additions to equipment . . . . .	18,529.30
New buildings necessary for operation of railway . . . . .	5,045.90
Additions to other permanent property:	
Salaries, engineering, etc. . . . .	\$1,899.60
Furniture, fixtures, and tools . . . . .	476.74
Private telephone line . . . . .	767.21
Total additions to permanent property . . . . .	3,143.55
Total additions to property accounts . . . . .	\$74,754.03

GENERAL BALANCE SHEET.	
ASSETS.	
Roadbed and tracks . . . . .	\$177,509.64
Electric line construction, including poles, wiring, feeder lines, etc. . . . .	32,694.45
Interest accrued during construction of railway . . . . .	7,563.70
Salaries, engineering, and other expenses incident to construction . . . . .	21,292.69
Commissions on sale of bonds . . . . .	5,000.00
Total cost of railway owned . . . . .	\$244,060.48
Equipment:	
Telephone line . . . . .	\$767.21
Cars and other rolling stock and vehicles . . . . .	59,171.93
Electric equipment of same . . . . .	27,076.17
Horses . . . . .	1,300.00
Other items of equipment . . . . .	417.10
Total cost of equipment . . . . .	89,731.41
Land and buildings necessary for operation . . . . .	46,714.23
Ten acres of land . . . . .	5,000.00
Total permanent investments . . . . .	\$384,506.12
Cash and current assets:	
Cash . . . . .	\$9,934.27
Bills and accounts receivable . . . . .	1,101.62
Total cash and current assets . . . . .	11,035.89
Miscellaneous assets:	
Materials and supplies . . . . .	\$2,530.63
Furniture, fixtures, and tools . . . . .	1,879.54
Total miscellaneous assets . . . . .	4,410.17
Profit and loss balance, deficit . . . . .	12,829.91
Total . . . . .	\$412,782.09
LIABILITIES.	
Capital stock, common . . . . .	\$150,000.00
Funded debt . . . . .	250,000.00
Current liabilities:	
One week's pay-roll . . . . .	\$1,703.53
Book accounts . . . . .	8,835.87
Total current liabilities . . . . .	10,539.40
Estimated taxes accrued and not yet due . . . . .	2,242.69
Total . . . . .	\$412,782.09

CAPITAL STOCK.	
Capital stock authorized by law, common . . .	\$250,000.00
Capital stock authorized by votes of company, common . . . . .	\$150,000.00
Capital stock issued and outstanding, common .	\$150,000.00
No. shares issued and outstanding, common .	1,500
Number of stockholders, common . . .	7
Number of stockholders in N. H., common . .	7
Amount of stock held in N. H., common . . .	\$150,000.00
FUNDED DEBT.	
First mortgage bonds:	
Rate of interest . . . . .	5 per cent
Date of maturity . . . . .	Jan. 1, 1915
Amount outstanding . . . . .	\$250,000.00
Interest paid during year . . . . .	12,500.00
VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during year .	3,585,896
Number of passengers carried per mile of railway	187,743+
Number of round trips run . . . . .	182,020½
Number of car miles run . . . . .	887,096¾
Average number of persons employed . . .	185
EQUIPMENT.	
Box passenger cars equipped for electric power	24
Open passenger cars equipped for horse power	12
Open passenger cars equipped for electric power	33
Total passenger cars of all kinds . . .	69
Number of all above cars with four wheels .	69
Number of electric cars equipped with fenders .	57
1 sweeper, 1 freight car, 1 advertising car; total .	3
Snowplows . . . . .	2
Barges and omnibuses . . . . .	8
Carts and snow sleds . . . . .	14
Express and other wagons . . . . .	9
1 emergency wagon, 1 tower wagon, 1 sleigh; total	3
Horses . . . . .	16
Harnesses, double, 27; single, 13; total . .	40
Electric motors . . . . .	50

DESCRIPTION OF RAILWAY.	
Length of railway line . . . . .	14.7 miles
Length of second track . . . . .	4.4 "
Total length of main track owned . . . . .	19.1 miles
Length of sidings, switches, etc. . . . .	1.09 "
Total length, computed as single track . . . . .	20.19 miles

Motive power, all electric.

System of electric motive power in use by the company, trolley.

This railway is located in Manchester, N. H.

## MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
With Boston & Maine R. R., Granite street.....	5	1
" " " " " " .....	1	2
" " " " Turner street.....	1	1
" " " " South Elm street.....	1	1
" " " " Valley street .....	1	1
" " " " Wilson street.....	3	1
" " " " South Main street .....	2	2
Total number of tracks at crossings.....	14	9

## STATEMENT OF EACH ACCIDENT.

July 31, 1896. J. Ryan jumped from team and fell under car.

July 30. Mrs. M. L. Moulton fell, leaving car before stopping.

October 8. Mrs. C. J. Shannessy, collision.

December 2. N. Ahlquist and Burquist and Henry Rivers, horse frightened.

November 19. H. D. Lord, George F. Bosher, carriage struck by car.

December 24. Joseph Gosselin and L. H. Gauvin, collision with car.

January 24, 1897. Thomas Heslin slipped on ice at station.

March 5. Carl B. Durgin, hit by trolley stand.

March 18. Mary Moran, hit by car.

Several other slight accidents occurred, but none of importance.

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PROPER ADDRESS OF THE COMPANY.

MANCHESTER STREET RAILWAY,  
MANCHESTER, N. H.

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NAMES OF OFFICERS.

Charles Williams, *President*, Charles H. Bartlett, *Treasurer*, Charles Williams, *Auditor*, George I. McAllister, *Clerk of Corporation*, N. H. Walker, *Superintendent*, all of Manchester.

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NAMES OF DIRECTORS LAST ELECTED.

Charles Williams, Walter M. Parker, J. L. Stevens, E. M. Topliff, A. H. Williams, all of Manchester.

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We hereby certify that the statements contained in the foregoing report are full, just, and true.

CHARLES WILLIAMS,  
*President.*

C. H. BARTLETT,  
*Treasurer.*

N. H. WALKER,  
*Superintendent.*

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STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. July 24, 1897. Then personally appeared the above named, Charles Williams, C. H. Bartlett, and N. H. Walker, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

ARTHUR H. WILLIAMS,  
*Justice of the Peace.*

# REPORT

## OF THE

### NASHUA STREET RAILWAY

#### FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation . . . . .	\$61,104.32
Operating expenses . . . . .	43,924.30
Net income from operation . . . . .	\$17,180.02
Charges upon income accrued during year:	
Interest on funded debt . . . . .	\$9,000.00
Interest and discount on unfunded debts and loans . . . . .	1,369.97
Taxes . . . . .	304.89
Total charges and deductions from income . . . . .	10,674.86
Net divisible income . . . . .	\$6,505.16
Amount of deficit June 30, 1896 . . . . .	47,034.04
Amount of deficit June 30, 1897 . . . . .	\$40,528.88
Deductions during the year:	
Depreciation on wagons, harnesses, etc. . . . .	\$2,100.00
Depreciation on accounts receivable . . . . .	264.64
Depreciation on horses . . . . .	62.00
Total deductions . . . . .	2,426.64
Total deficit June 30, 1897 . . . . .	\$42,955.52
EARNINGS FROM OPERATION.	
Receipts from passengers carried . . . . .	\$60,499.87
Advertising in cars . . . . .	500.00
Park rental . . . . .	104.45
Gross income from operation . . . . .	\$61,104.32

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks . . .	\$2,211.90
General office expenses and supplies . . .	64.52
Legal expenses . . . . .	359.00
Insurance . . . . .	1,281.00
Park maintenance, rent, freight on supplies, lighting, and traveling expenses . . .	1,403.46
Maintenance of roadway and buildings:	
Repairs of roadbed and track . . . . .	432.27
Repairs of electric line construction . . .	149.96
Removal of snow and ice . . . . .	657.24
Repairs of buildings . . . . .	23.17
Oiling and cleaning tracks and miscellaneous .	577.07
Maintenance of equipment:	
Repairs of cars and other vehicles . . . .	957.33
Repairs of electric equipment of cars . . .	699.17
Harnesses, horse shoeing, and veterinary care	296.20
Repairs tools, machinery, and other articles of equipment . . . . .	70.63
Transportation expenses:	
Cost of electric motive power . . . . .	10,214.76
Wages and compensation of persons employed in conducting transportation . . . . .	20,815.08
Damages for injuries to persons and property	150.90
Park entertainments, lubricants and waste for cars, inspection . . . . .	1,385.64
Accident insurance . . . . .	2,175.00
Total operating expenses . . . . .	\$43,924.30
PROPERTY ACCOUNTS.	
Reconstruction of railway and tracks (13,286 ft.)	\$13,107.34
Clearance of telephone wires . . . . .	167.15
Total additions to railway . . . . .	\$13,274.49
Other additional equipment . . . . .	3,139.21
Equipment of power stations . . . . . \$65.93	
Buildings necessary for operation 144.26	
Total additions to land and buildings . . .	210.19
Total additions to property accounts . . .	\$16,623.89
Deductions:	
Sale and depreciation of har- nesses, wagons, etc. . . . . \$2,109.50	
Sale and depreciation of horses . . . . . 200.00	
Total deductions from property accounts . .	2,309.50
Net addition to property accounts . . . . .	\$14,314.39



GENERAL BALANCE SHEET.	
ASSETS.	
Roadbed and tracks, including interest, salaries, engineering, and other incidental expenses	\$280,449.62
Electric line construction, including poles, wiring, feeder lines, etc.	27,246.37
Total cost of railway owned	\$307,695.99
Equipment:	
Cars and other rolling stock and vehicles and electric equipment	\$58,364.23
Horses	100.00
Steam plant for heating, tools, machinery, etc.	3,079.03
Total cost of equipment	61,543.26
Land and buildings:	
Land and buildings necessary for operation	\$23,986.72
Electric power stations, including equipment	13,656.78
Total cost of land and buildings	37,643.50
Other permanent property:	
Park equipment	\$71.54
Office furniture and fixtures	406.12
Total cost of other permanent property	477.66
Total permanent investments	\$407,360.41
Cash and current assets:	
Cash	\$2,894.39
Bills and accounts receivable	1,423.75
Other cash and current assets	3,499.50
Total cash and current assets	7,817.64
Materials and supplies	1,574.74
Profit and loss balance, deficit	42,955.52
Total	\$459,708.31
LIABILITIES.	
Capital stock, common	\$250,000.00
Funded debt	150,000.00
Loans and bills payable	57,279.35
Interest accrued and not yet due	2,428.96
Total	\$459,708.31

CAPITAL STOCK.		
Capital stock authorized by law, common . . .		\$325,000.00
Capital stock authorized by votes of company, common . . . . .		\$250,000.00
Capital stock issued and outstanding . . .		\$250,000.00
No. shares issued and outstanding, common . .		2,500
Number of stockholders, common . . . . .		66
Number stockholders in N. H., common . . .		23
Amount of stock held in N. H., common . . .		\$8,400.00
FUNDED DEBT.		
First mortgage bonds:		
Rate of interest . . . . .		6 per cent
Date of maturity . . . . .		April 1, 1911
Amount outstanding . . . . .		\$150,000.00
Interest paid during year . . . . .		9,000.00
VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year .		1,222,955
Number of passengers carried per mile of railway		85,402
Number of round trips run . . . . .		90,805
Number of car miles run . . . . .		462,459
Average number of persons employed . . . .		52
EQUIPMENT.		
Box passenger cars equipped for horse power . . . . .	7	
Box passenger cars equipped for electric power . . . . .	9	
Total . . . . .		16
Open passenger cars equipped for horse power . . . . .	3	
Open passenger cars equipped for electric power . . . . .	14	
Total . . . . .		17
Total passenger cars of all kinds . . . .		33
Number of above cars with four wheels . . .		27
Number of above cars with eight wheels . . .		6
Number of electric cars equipped with fenders .		23

Snowplows . . . . .	10
Carts and snow sleds . . . . .	6
1 buggy, 1 wagon, 1 emergency wagon, 1 tower wagon, 1 express wagon, 2 scrapers, 1 sweeper, 1 sleigh . . . . .	9
Horses . . . . .	1
Harnesses: double, 2; single, 4 . . . . .	6
Electric motors . . . . .	56
Tools and machinery and steam plant.	
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DESCRIPTION OF RAILWAY OWNED.	
Length of railway line . . . . .	14.07 miles
Length of second track . . . . .	.75 "
Total length of main track owned . . . . .	14.82 miles
Length of sidings, switches, etc. . . . .	.14 "
Total length computed as single track . . . . .	14.96 miles
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DESCRIPTION OF RAILWAY OPERATED.	
Length of railway operated . . . . .	13.57 miles
Length of second track operated . . . . .	.75 "
Total length of main track operated . . . . .	14.32 miles
Length of sidings, switches, etc., operated . . . . .	.14 "
Total length operated, computed as single track . . . . .	14.46 miles
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Motive power, all electric.	
System of electric power in use by the company, General Electric overhead trolley.	
This railway is located in Nashua and Hudson, N. H.	
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## MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
With Boston & Maine R. R., N. & A., Main street....	1	1
" " " " W. N. & R., Main street.	2	1
" " " " Keene, Main street.....	2	1
" " " " Keene, Temple street....	2	1
" " " " N. & A., Temple street..	1	1
" " " " W., N. & R., Temple street	1	1
" " " " B. & L., Hollis street....	6	1
" " " " N. & A. Allds street.....	1	1
Total number of tracks at crossings.....	16	8
Number of above crossings at which frogs are inserted in the tracks.....	8	

ACCIDENTS TO PERSONS.	
Injured from their own misconduct or carelessness:	
Passengers . . . . .	5
Employees . . . . .	2
Other persons . . . . .	4
Total . . . . .	11

## STATEMENT OF EACH ACCIDENT.

August 15, 1896. In rear end collision, the motorman of the rear car had one leg broken.

September 19. A man got off a moving car, fell, and slightly injured his arm.

September 29. A frightened horse, driven by a woman, ran between two poles, throwing the woman out, slightly injuring her.

December 16. A man alighting from a moving car caught his coat in the door, fell, and was slightly injured.

January 15, 1897. A man alighting from a car slipped when he stepped on the ground, slightly injuring his side.

February 10. A woman in boarding a car had her finger caught between jamb and door, slightly bruising same.

March 1. A man and woman driving in a sleigh across tracks were tipped out and both slightly injured.

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March 5. A man in attempting to board a car caught his foot on fender and fell on his face, scratching it slightly.

April 6. A horse driven by an employee was frightened by the discharge of a gun and ran away, throwing employee out. The wagon passed over him, fracturing his shoulder.

June 16. The wheel of a wagon struck at or near a guard-rail, throwing the driver out and slightly injuring him.

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PROPER ADDRESS OF THE COMPANY.

NASHUA STREET RAILWAY,  
CURRIER BUILDING, NASHUA, N. H.

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NAMES OF OFFICERS.

John A. Fisher, *President*, Nashua, N. H.; August Fels, *Vice-President*, Lowell, Mass.; Percy Parker, *Treasurer*, Lowell, Mass.; D. D. Bartlett, *Auditor*, Lowell, Mass.; John P. Goggin, *Clerk of Corporation*, Nashua, N. H.; George B. French, *General Counsel*, Nashua, N. H.; P. F. Sullivan, *General Manager*, Lowell, Mass.

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NAMES OF DIRECTORS LAST ELECTED.

John A. Fisher, Nashua, N. H.; Fred C. Anderson, Nashua, N. H.; August Fels, Lowell, Mass.; Percy Parker, Lowell, Mass.; Edward M. Tucke, Lowell, Mass.; Ethan A. Smith, Lowell, Mass.; Miles F. Brennan, Lowell, Mass.

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We hereby certify that the statements contained in the foregoing report are full, just, and true.

JOHN A. FISHER,  
*President.*

PERCY PARKER,  
*Treasurer.*

P. F. SULLIVAN,  
*General Manager.*

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STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. October 4, 1897. Then personally appeared the above named, John A. Fisher, Percy Parker, P. F. Sullivan, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

FRED C. ANDERSON,  
*Justice of the Peace.*

# REPORT

## OF THE

### UNION ELECTRIC RAILWAY

FOR THE YEAR ENDING JUNE 30, 1897.

GENERAL EXHIBIT FOR FIVE MONTHS ENDING JUNE 30, 1897.	
Gross income from operation . . . . .	\$10,183.69
Operating expenses . . . . .	5,593.75
Net income from operation . . . . .	\$4,589.94
EARNINGS FROM OPERATION.	
Receipts from passengers carried . . . . .	\$9,792.03
Rentals of buildings and other property . . . . .	114.00
Advertising in cars . . . . .	75.00
Lights, scrap, wire, copper, etc. . . . .	202.66
Gross income from operation . . . . .	\$10,183.69
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks . . . . .	\$365.37
Insurance . . . . .	76.52
Maintenance of roadway and buildings:	
Repairs of roadbed and track . . . . .	163.49
Repairs of electric line construction . . . . .	47.75
Removal of snow and ice . . . . .	109.02
Maintenance of equipment:	
Repairs of cars and other vehicles . . . . .	558.46
Car cleaning . . . . .	86.40

<b>Transportation expenses:</b>	
Cost of electric motive power . . . . .	\$1,605.00
Wages and compensation of persons employed in conducting transportation . . . . .	1,842.94
Damages for injuries to persons and property	159.60
Park and miscellaneous . . . . .	577.20
<b>Total operating expenses . . . . .</b>	<b>\$5,593.75</b>
<b>PROPERTY ACCOUNTS.</b>	
Reconstruction of railway and tracks . . . . .	\$14,400.00
Reconstruction electric line . . . . .	18,900.00
<b>Total additions to railway . . . . .</b>	<b>\$33,300.00</b>
One additional car . . . . . \$1,000.00	
Three flat cars . . . . . 400.00	
Other additional equipment . . . . . 2,971.23	
<b>Total additions to equipment . . . . .</b>	<b>4,371.23</b>
Additional equipment of power stations . . . . .	300.00
Reconstruction and improvement of buildings, water supply, and park . . . . .	2,748.55
<b>Total additions to property accounts . . . . .</b>	<b>\$40,719.78</b>
<b>GENERAL BALANCE SHEET.</b>	
<b>ASSETS.</b>	
Railway equipment, land and buildings at purchase price . . . . .	\$105,000.00
Reconstruction of roadbed and tracks . . . . .	14,400.00
Electric line construction, including poles, wiring, feeder lines, etc. . . . .	18,900.00
<b>Total cost of railway owned . . . . .</b>	<b>\$138,300.00</b>
Equipment purchased since possession taken . . . . . \$1,400.00	
Other items of equipment . . . . . 2,971.23	
<b>Total cost of equipment . . . . .</b>	<b>4,371.23</b>
Land and buildings improved and reconstructed since possession taken . . . . . \$2,748.55	
Electric power stations, including equipment . . . . . 300.00	
<b>Total cost of land and buildings . . . . .</b>	<b>3,048.55</b>
Cash . . . . .	13,870.16
Materials and supplies . . . . .	1,798.00
<b>Total . . . . .</b>	<b>\$161,387.94</b>

LIABILITIES.	
Capital stock, common . . . . .	\$100,000.00
Funded debt . . . . .	50,000.00
Accrued liabilities:	
Interest accrued and not yet due . . . . .	\$937.50
Taxes accrued and not yet due . . . . .	170.00
Total accrued liabilities . . . . .	1,107.50
Balance on hand from sale of bonds . . . . .	9,280.22
Profit and loss balance, surplus . . . . .	1,000.22
Total . . . . .	\$161,387.94
CAPITAL STOCK.	
Capital stock authorized by law, common . . . . .	\$100,000.00
Capital stock authorized by votes of company, common . . . . .	\$100,000.00
Capital stock issued and outstanding, common . . . . .	\$100,000.00
Total number shares outstanding . . . . .	1,000
Number of stockholders, common . . . . .	6
Number stockholders in N. H., common . . . . .	6
Amount of stock held in N. H., common . . . . .	\$100,000.00
FUNDED DEBT.	
First mortgage, gold bonds:	
Rate of interest . . . . .	5 per cent
Date of maturity . . . . .	Feb. 15, 1917
Amount outstanding . . . . .	\$50,000.00
VOLUME OF TRAFFIC, ETC.	
Number passengers carried during year . . . . .	195,840
Number passengers carried per mile of track . . . . .	24,480
Number round trips run . . . . .	3,400
Number car miles run . . . . .	81,600
Average number of persons employed . . . . .	13 to 14
This company commenced operation Feb. 14.	
EQUIPMENT.	
Box passenger cars equipped for electric power . . . . .	6
Open passenger cars equipped for electric power . . . . .	9
Total . . . . .	15



Number of above cars with four wheels . . .	11
Number of above cars with six wheels . . .	4
Flat cars . . . . .	3
Snowplows . . . . .	3
Barges and omnibuses . . . . .	2
Horse plow . . . . .	1

DESCRIPTION OF RAILWAY.	
Length of railway line . . . . .	7 m., 5,020 ft.
Length of sidings, switches, etc. . . . .	$\frac{3}{4}$ mile

Motive power, all electric.  
 System of electric motive power in use by the company, General Electric and Westinghouse.  
 This railway is located in Dover and Somersworth, N. H.

## MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad	Railway.
With Boston & Maine on Central avenue, Dover.....	3	1
" " " " " Sawyer's..	1	1
Total number of tracks at crossings .....	4	2

## PROPER ADDRESS OF THE COMPANY.

UNION ELECTRIC RAILWAY,  
 DOVER, N. H.

## NAMES OF OFFICERS.

Sumner Wallace, *President*, Rochester, N. H.; George E. Wallace, *Vice-President*, Rochester, N. H.; Harry Hough, *Treasurer*, Dover, N. H.; Leslie P. Snow, *Clerk of Corporation*, Rochester, N. H.; Worcester, Gaffney & Snow, *General Counsel*, Rochester, N. H.; H. C. Weston, *Superintendent*, Dover, N. H.

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NAMES OF DIRECTORS LAST ELECTED.

Sumner Wallace, Rochester, N. H.; Albert Wallace, Rochester, N. H.; George E. Wallace, Rochester, N. H.; James E. Lothrop, Dover, N. H.; Harrison Haley, Dover, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

---

GEORGE E. WALLACE,  
*Vice-President.*

HARRY HOUGH,  
*Treasurer.*

HARRY C. WESTON.  
*Superintendent.*

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STATE OF NEW HAMPSHIRE.

STRAFFORD, ss. December 27, 1897. Then personally appeared the above named, George E. Wallace, vice-president, Harry Hough, treasurer, and Harry C. Weston, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

LESLIE P. SNOW,  
*Justice of the Peace.*

## APPENDIX.



## APPENDIX.

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### LEASE OF SPRINGFIELD ELECTRIC RAILWAY.

This indenture, made in duplicate this first day of October, A. D. 1897, by and between the Springfield Electric Railway Company of Charlestown, New Hampshire, a corporation established and existing under and by virtue of the laws of the state of New Hampshire, with its principal office and place of business at Charlestown, in the county of Sullivan, and state of New Hampshire, party of the first part, and hereinafter denominated the lessor; and the Springfield Electric Railway Company, a corporation established and existing under and by virtue of the laws of the state of Vermont, with its principal office and place of business at Springfield, in the county of Windsor and state of Vermont, party of the second part, and hereinafter denominated the lessee:

WITNESSETH, That the said parties, each for itself, its successors and assigns, and each in consideration of the grants, covenants, and agreements herein made by the other, have granted, covenanted, and agreed, and do hereby grant, covenant, and agree, each to and with the other, and its successors and assigns, as follows, to wit:

#### I.

The lessor doth grant, demise, and lease unto the lessee, its successors and assigns, its railroad and property of every description, including therein its railroad, lands, and rights of lands, wherever situated, its branches, tracks, and sidetracks, roadbeds, superstructure, bridges, station-houses and grounds depots, buildings, fixtures, cars, poles, wires, rolling-stock, machinery, tools, furniture, equipment, material and supplies, and all rights, franchises, easements, and privileges and appur-

tenances thereto belonging, together with the right to receive all fares, tolls, rent, revenue, and income and profits of the demised premises, hereby assigning and transferring unto the lessee, subject to all legal debts, obligations, and incumbrances thereon, all its railroad and railroad property, franchises, and assets of every description, except its corporate seal and books of record, to which the lessee may have access at reasonable times.

TO HAVE AND TO HOLD all and singular the demised premises to the lessee, its successors and assigns, for and during the term of ninety-nine years from and after the first day of October, A. D. 1897, the said lessee keeping and performing the covenants herein contained, on its part to be kept and performed, and yielding and paying rent for the same demised premises and property, to the amount and in the manner following, to wit:

1. The lessee shall pay as rent for the demised premises and property the sum of one dollar for each and every year, during the continuance of this lease, the same to be paid to the treasurer of the said lessor, at its office in Charlestown aforesaid, on the first day of October, 1898, and on the first day of each and every October thereafter, during said term.

2. The lessee shall pay and discharge all debts, obligations, and liabilities of the said lessor, and which the said lessor is now owing, of every name, nature, and character whatsoever, growing out of the incorporation, construction, and equipment of its said railway.

3. The lessee shall pay all operating expenses of the railroad, of which the lessee shall come into possession, or which it shall operate, under and by virtue of this instrument, including therein, as part thereof, all repairs and renewals, all expenditures arising out of any contract, obligation, business, negligence, or misfeasance, or however otherwise arising, and whether liability now exists or be hereafter created, in any way connected with the use and operation of the demised premises, or any part thereof, including damages to persons or property, insurance, all taxes of every description, federal, state, or municipal, upon property, business, franchise, or

capital stock, including all income taxes, and all expenses consequent upon and incidental to the maintaining of its organization, after the execution of this lease, and shall also assume and defend all suits against the said lessor, arising out of, or in any way connected with, the past or future use and operation of the demised premises, or any part thereof, and pay and discharge all judgments obtained in any and all such suits.

## II.

The lessee shall have the right to make such changes in the location of its railway, tracks, switches, poles, wires, terminal grounds and stations, and to establish such new stations, make such separations of grade crossings of said railroad with other railroads and with highways, and such other changes in the railroad and railroad property hereby demised, as the safety and accommodation of the public, and the convenient and economical transaction of business, may in its judgment require; *provided, however*, that at the termination of this lease, the lessor's stations, railroad tracks, terminal grounds and railroad property shall be returned to it in as good order and repair as the same are now in, so that the same shall be equally well fitted for the independent use and operation of its own railway, by the lessor, to the extent of its present ownership in the said demised premises. The lessee shall also have the right to make permanent additions to and improvements upon the demised premises, which shall include, among others, additional real estate, increase in track mileage, separations of grade crossings of said railroad with other railroads and with highways, buildings, structures, and bridges, additional to those existing at the inception of this lease, and replacing those existing at the inception of this lease; and all permanent additions to and improvements upon the demised premises, which shall include, among other things, additional real estate, increase in track mileage, buildings, structures, and bridges, shall be and continue the property and estate of the said lessee.

## III.

The lessee shall use and operate the railroad of the lessor hereby demised, in accordance with the charter of the lessor, and of the laws of the state of New Hampshire and the United States, so far as the same are applicable; shall make to the state of New Hampshire, and the railroad commissioners of the state of New Hampshire, all such reports and returns as are required by law to be made, and such as the lessor would be required to make, had this lease never been given.

## IV.

The lessor shall maintain its existence and organization as a corporation, and to that end shall comply with all the requisites and forms of law, shall do all acts and things, and execute all legal instruments necessary and proper to put and secure the lessee in full enjoyment of all property, rights, franchises, and interests herein demised, and to carry into effect the true intent and meaning of this lease, until such time as the lessor shall be fully released therefrom by the action of the lessee.

## V.

To secure the lessee in the beneficial enjoyment of the property, rights, franchises, and privileges herein demised and specified, the lessor constitutes the lessee its attorney irrevocable, with full right and power, at the lessee's expense, to use the name of the lessor in all legal proceedings, and in all cases needful for obtaining, holding, and enjoying the premises herein demised and specified, and for all purposes consistent with the true intent of this instrument. And the lessor hereby makes, constitutes, and appoints the lessee its true, sufficient, and lawful attorney, from time to time to bargain, sell, lease, mortgage, and convey the premises and property hereby demised, on such terms as to the lessee shall seem meet, and hereby authorizes the lessee, in the name of the lessor, to make, execute, acknowledge, and deliver good and sufficient deeds and conveyances, and all right, title, and interest of the



lessor in said demised premises, the lessor agreeing whenever thereto requested by the lessee, upon reasonable notice, to affix its corporate name and seal to such deeds and conveyances.

## VI.

This lease is upon condition that, if the lessee shall at any time fail to keep and perform any of the covenants and conditions herein stipulated to be kept and performed by it, and such failure shall continue for six months after written notice thereof, from the directors of the lessor, the lessor shall have the right to enter and expel the lessee, and revest in itself its former estate in the demised premises, then in possession of the lessee, under this indenture and every part thereof; *provided, however*, that such entry by the lessor, for breach of condition, shall in no wise prejudice or impair any remedies to which it might otherwise be entitled, for arrears of rent or preceding breach of covenants, or any other rights secured by this lease, in case of its termination before the expiration of the time thereof.

## VII.

It is also hereby agreed that all the terms, conditions, and covenants of this lease shall be equally binding upon the legal representatives of the parties hereto, as well as upon themselves.

IN WITNESS WHEREOF the said parties, the Springfield Electric Railway Company of Charlestown, N. H., by its directors thereunto duly authorized, and the Springfield Electric Railway Company of Springfield, Vt., by its directors thereunto duly authorized, have signed their names and caused their corporate seals to be affixed to this indenture, and one other of a like tenor, and the same to be executed the day and year first above written.

SPRINGFIELD ELECTRIC RAILWAY CO., [L. S.]  
of Springfield, Vermont.

By ADNA BROWN,  
EDWARD C. CROSBY,

By MARCUS A. COOLIDGE,  
CYRUS W. WYMAN,  
FREDERIC S. COOLIDGE,  
*Directors.*

In presence of  
A. J. CROSBY.  
FRED C. DAVIS.  
K. HASKINS.  
A. F. SCHWENK.  
F. A. CURRIER.  
C. H. COOLIDGE.

SPRINGFIELD ELECTRIC RAILWAY CO., [L. S.]  
of Charlestown, N. H.

By N. G. BROOKS,  
FRANK W. HAMLIN,  
W. R. SHELDON,  
WILLIAM E. CLARK,  
J. A. HUNT,

Witness: *Directors.*

FRED H. PERRY.  
HERBERT W. BOND.

Springfield Electric Railway Co., of Charlestown, N. H.,  
has no corporate seal.

FRANK W. HAMLIN,  
*Clerk of Corporation.*

STATE OF NEW HAMPSHIRE.

COUNTY OF SULLIVAN, SS.

At Charlestown in the county of Sullivan aforesaid, this eighth day of October, A. D. 1897, personally appeared N. G. Brooks, Frank W. Hamlin, W. R. Sheldon, W. E. Clark, and James A. Hunt, directors of the Springfield Railway Company of Charlestown, New Hampshire, the lessor above named, and acknowledged the foregoing instrument to be the free act and deed of the said Springfield Railway Company of Charlestown, New Hampshire, the lessor.

Before me,  
HERBERT W. BOND,  
*Notary Public.*

[L. S.]

## STATE OF VERMONT.

## COUNTY OF WINDSOR, SS.

At Springfield, in the county of Windsor aforesaid, this eighth day of October, A. D. 1897, personally appeared Adna Brown, E. C. Crosby, M. A. Coolidge, directors of the Springfield Railway Company, of Springfield, Vermont, the lessee above named, and acknowledged the foregoing instrument to be the free act and deed of the said Springfield Railway Company, the lessee.

Before me,

FRED C. DAVIS,

*Notary Public.*

[L. s.]

## STATE OF VERMONT.

## WINDHAM COUNTY, SS.

At Brattleboro, in said county, the ninth day of October, A. D. 1897, personally appeared Cyrus W. Wyman, one of the directors of the Springfield Electric Railway Company of Springfield, Vermont, the lessee above named, and acknowledged the foregoing instrument to be the free act and deed of the said Springfield Electric Railway Company, lessee, by him signed and sealed.

Before me,

KITTREDGE HASKINS,

*Notary Public.*

[L. s.]

## STATE OF MASSACHUSETTS.

## COUNTY OF WORCESTER.

At Fitchburg in said county, the eleventh day of October, A. D. 1897, personally appeared Frederic S. Coolidge, one of the directors of the Springfield Electric Railway Co. of Springfield, Vermont, and acknowledged the foregoing instrument by him signed and sealed to be the free act of the said Springfield Electric Railway Company, lessee.

Before me,

FREDERICK A. CURRIER,

*Notary Public.*

[L. s.]

## INCIDENTAL EXPENSES.

The Public Statutes place at the disposal of the board, for stenographers, experts, stationery, postage, and express service the sum of \$1,000 annually. Of this sum there was expended in 1897 the following amounts:

Stenographers and typewriters . . . . .	\$331.64
Office expenses and stationery . . . . .	56.13
Express, posting and publishing notices . . . . .	47.92
	<hr/>
	\$435.69

